Illustrated LONDON

ONTARIO.

CANADA.

SOUVENIR.

CITY OF LONDON

ONTARIO, CANADA.

THE PIONEER PERIOD

AND

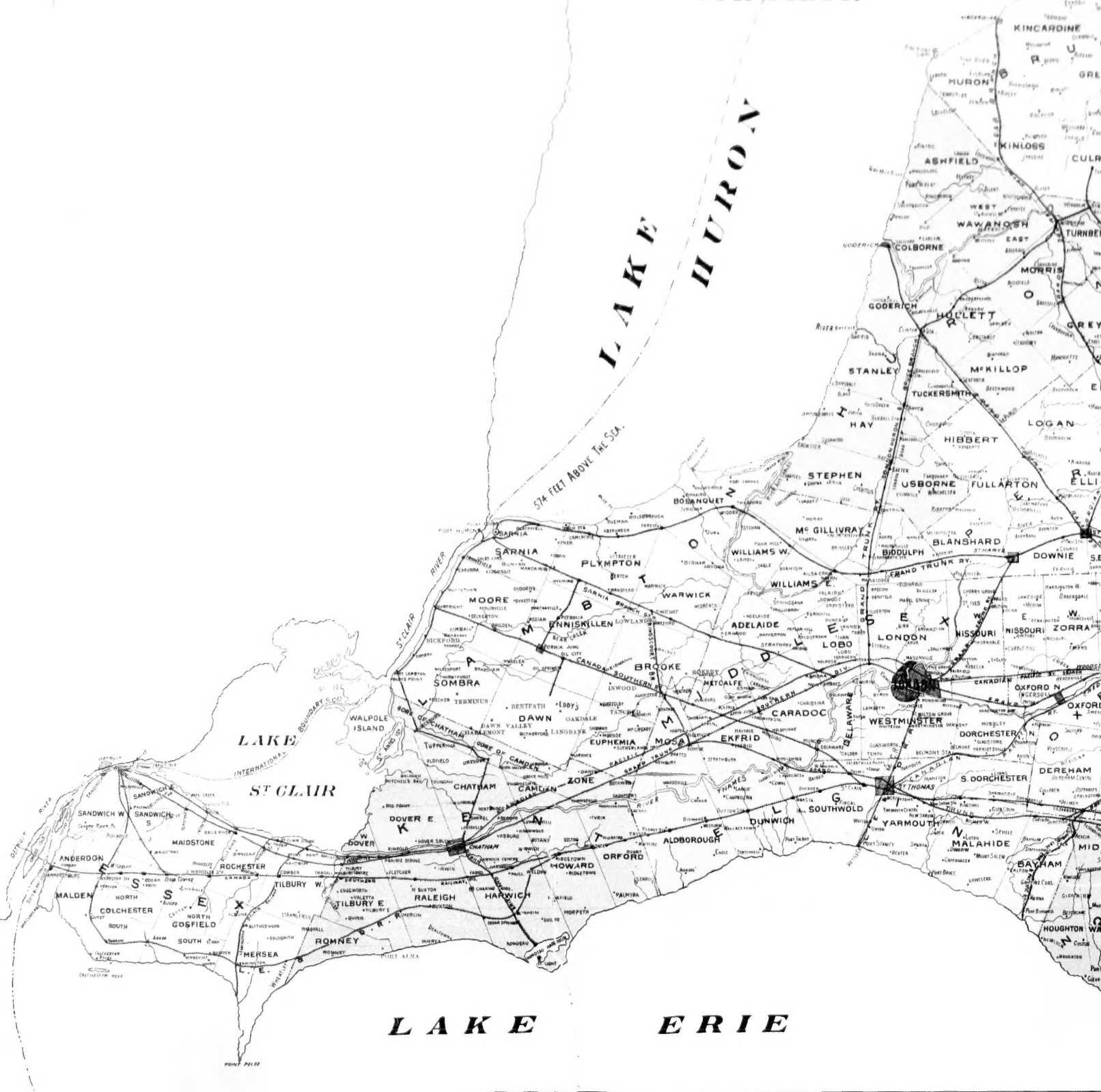
THE LONDON OF TO-DAY.

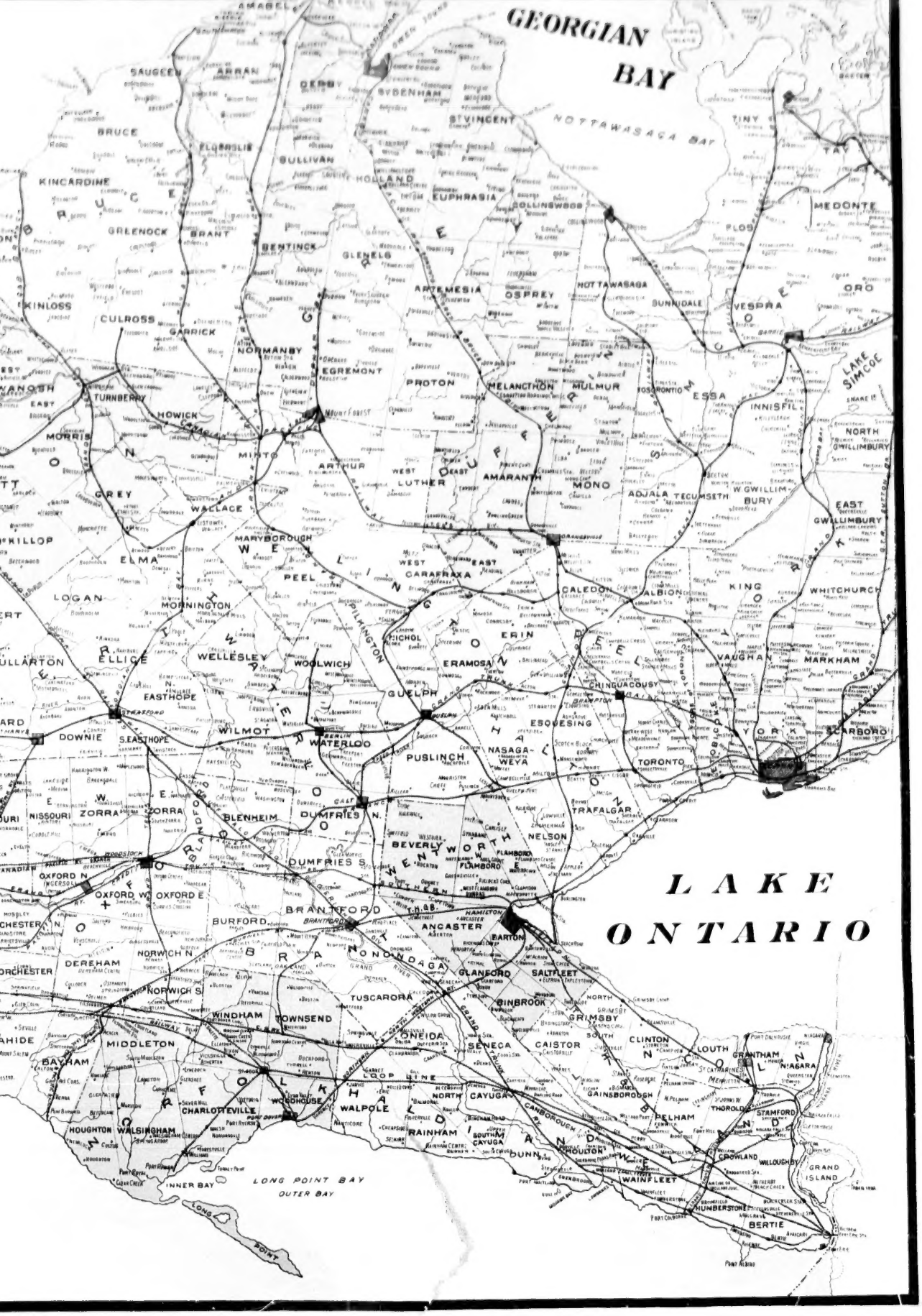
LONDON, ONTARIO, CANADA:
Printed and Published by THE LONDON PRINTING & LITHOGRAPHING COMPANY (Limited),
Designers and Engravers.
1897.

F5479
L6
B7
1897
fol

Entered according to the Act of the Parliament of Canada, in the office of the Minister of Agriculture, by THE LONDON PRINTING & LITHOGRAPHING COMPANY (Limited) of London, Ontario, in the year one thousand eight hundred and ninety-seven.

MAP OF WESTERN ONTARIO CANADA.




GEORGIAN BAY
NOTTAWASAGA BAY
LAKE ONTARIO
LAKE SIMCOE
LONG POINT BAY
OUTER BAY
LONG POINT
SAUGEEN
ARRAN
DERBY
SYDENHAM
ST VINCENT
TINY
TAY
BRUCE
ELDERSLIE
SULLIVAN
HOLLAND
EUPHRASIA
COLLINGWOOD
MEDONTE
KINCARDINE
GREENOCK
BRANT
BENTINCK
GLENELG
ARTEMESIA
OSPREY
HOTTAWASAGA
SUNNIDALE
VESPRA
ORO
KINLOSS
CULROSS
GARRICK
NORMANBY
EGREMONT
PROTON
MELANCTHON
MULMUR
TOSSORONTIO
ESSA
INNISFIL
WANOSH
EAST
TURNBERRY
HOWICK
MORRIS
MINTO
ARTHUR
WEST LUTHER
EAST AMARANTH
MONO
ADJALA
TECUMSETH
W. GWILLIMBURY
NORTH GWILLIMBURY
EAST GWILLIMBURY
GREY
WALLACE
ELMA
MARYBOROUGH
WEST CARAFRAXA
EAST CARAFRAXA
PEEL
CALEDON
ALBION
KING
WHITCHURCH
LOGAN
MORNINGTON
NICHOL
ERIN
ELLIOT
WELLESLEY
WOOLWICH
ERAMOSA
VAUGHAN
MARKHAM
EASTHOPE
GUELPH
CHINGUACOUSY
DOWNIE
S. EASTHOPE
WILMOT
WATERLOO
ESQUESING
YORK
SCARBORO
PUSLINCH
NASAGAWEYA
TORONTO
NISSOURI
ZORRA
BLENHEIM
DUMFRIES N.
TRAFALGAR
BEVERLY
WENTWORTH
NELSON
FLAMBORO
DUMFRIES S.
OXFORD N.
INGERSOLL
OXFORD W.
OXFORD E.
BRANTFORD
BURFORD
HAMILTON
ANCASTER
BARTON
CHESTER
DEREHAM
NORWICH N.
NORWICH S.
ONONDAGA
GLANFORD
SALTFLEET
TUSCARORA
GINBROOK
NORTH GRIMSBY
SOUTH GRIMSBY
WINDHAM
TOWNSEND
ONEIDA
SENECA
CAISTOR
CLINTON
LOUTH
GRANTHAM
NIAGARA
MIDDLETON
BAYHAM
WOODHOUSE
WALPOLE
NORTH CAYUGA
SOUTH CAYUGA
GAINSBOROUGH
THOROLD
PELHAM
STAMFORD
CHARLOTTEVILLE
HOUGHTON
WALSINGHAM
RAINHAM
DUNN
CANBOROUGH
HOULTON
CROWLAND
WILLOUGHBY
GRAND ISLAND
WAINFLEET
HUMBERSTONE
BERTIE
INNER BAY

F5489
L6
B7
18
fo

Introduction.

"So it stead you, I will write."—*Shakespeare.*

All mankind look backward and regard the days that are gone as the happiest of their lives. Whether they were so or not, does not admit of argument. Happiness is a condition of mind, and whoso thinks he is happy is so, the poet who declares "man never is, but always to be, blest" to the contrary notwithstanding. But the present work is neither philosophical nor metaphysical. It is practical, and no elaborate argument is needed to prove what all will admit—that we enjoy recalling our early days and contrasting them with the present. As the old soldier "shoulders his crutch and shows how battles were won," so the pioneer civilian loves to tell of the past, of the hardships and pleasures, the toils and relaxations, of the times when every man was practically monarch of all he surveyed, before there was an official surveyor. But it is not intended in this work to speak at length of pre-corporate days. Nor is it designed to embellish the narrative. There will be found no flights of fancy, no stilted rhetoric, no elaboration of incident—merely a painstaking effort to fix the periods and give the stamp of authenticity. With the record of the facts, the duty of the writer is accomplished, and if here and there the bald narration is relieved by the interjection of a casual comment, it is still in the line of the fact itself. No decided opinions are expressed regarding controverted points, so there is nothing to retract or defend. If any inaccuracy exists, it is not for lack of diligence in searching out all available sources of information, and no one will more gladly correct any error than the writer.

ARCHIE BREMNER.

VIEW TAKEN FROM THE TOWER OF ST. PAUL'S CATHEDRAL.

VIEWS TAKEN FROM THE TOWER OF ST. PAUL'S CATHEDRAL.

"The man who takes no interest in his grandfather may be a philosopher, but he lacks humanity and is not apt to be a sympathetic friend."—*Anon.*

CITY OF LONDON

FROM ITS

PRIMEVAL DAYS.

CHAPTER I.

"You ask me for the plan. I have no plan. I had no plan; but I had, or have, materials."—*Byron.*

THE FORKS, 1828.

IN a work of this kind, it is a necessity, born of its nature and scope, that there shall be lacking literary elegance, even were the writer inclined to lay claim to ability in that regard. A record of events, following fast, having no apparent bearing each upon the other, but all tending to a certain end, cannot be other than disjointed in style. A daily paper is the proof of this. All topics of interest are touched upon, but a continuity of narrative is out of the question. Let us, then, begin at the beginning, so far as we may, and trace the rise of London till to-day.

Prior to 1669 the whole of what is now the western peninsula of Ontario was the land of the Neutrals, a band of Indians who held themselves aloof from the wars of the Hurons and Iroquois. Catholic missionaries visited these Indians, the first recorded being in 1626, two hundred years before London was founded; and forty-four years later, in 1670, the country was formally taken possession of by Father François Dollier, priest of the diocese of Nantes in Brittany, and Father De Galinee, deacon of the diocese of Rennes in Brittany, on behalf of the reigning king of France, Louis XIV. Their proclamation recited that in the previous year, 1669, two missionaries from Montreal and seven other Frenchmen had wintered on the spot, and the territory was taken by virtue of their having been the first of all European peoples who had journeyed to this section, of which they took possession "as of a territory not occupied." The Indians' right of occupation seems not to have been considered. It was a country rich in wild fruits and game, and in his description of it De Galinee calls it "the terrestrial paradise of Canada." We are more prosaic in later days. We call it "the garden of Canada." This proclamation was set up on the lake shore as near as may be due south of where London now stands. It was at the mouth of Kettle Creek. In 1721 Charlévoix passed through Lake Erie, and his description of the north shore was largely instrumental in influencing Col. Talbot in selecting the site of his settlement in 1803. The

A PIONEER HUNTER AND HIS SON.

curious-minded have for years been entertained by a legend—said to have been told by Col. Talbot to Mrs. Jamieson in 1837—that Kettle Creek derived its name from the fact of one of his men having dropped a kettle into the stream. The truth is that long before the Colonel saw the creek it was called "Chaudiere" by the French, so that "Kettle" is but the Anglicized form of the early French name. But, as this is to be a history of London, not of the district, let us pass over all incidents not bearing on that point and come at once to 1791, when Quebec was divided into two Provinces, and Col. John Graves Simcoe became the first Lieut.-Governor of Upper Canada. Early in that year Col. Simcoe had written to Sir Joseph Banks, President of the Royal Society, concerning his plans, on which occasion he said:

"For the purposes of commerce, union, and power, I purpose that the site of the colony should be in that great peninsula between the Lakes Huron, Erie, and Ontario, a spot destined by nature, sooner or later, to govern the interior world. I mean to establish a capital in the very heart of the country, upon the River La Tranché. * * * The capital I mean to call Georgina, and aim to settle in its vicinity Loyalists, who are now in Connecticut, provided that the Government approve of the system."

Arriving at Quebec, Governor Simcoe met Col. (then Lieutenant) Talbot, who became his private and confidential secretary. After the meeting of the first Legislature, in 1792, Simcoe planned an overland journey to Detroit, and this was accomplished. Major Littlehales kept a diary of the trip, and in his journal London's site is referred to. The party "halted to observe a beautiful situation, formed by a bend of the river—a grove of hemlock and pine and a large creek. We passed some deep ravines and made our wigwam on the brow of a hill, near a spot where Indians were interred." There is no difficulty in recognizing this as a picture of the spot where Elliott's creek joins the river, before "Sifton's Cut" had been made for the railway. Some years ago Indian remains were dug up in the neighborhood of Blackfriars Bridge, and in September, 1895, the skeleton of an Indian maiden, computed to have been buried about seventy years, was found near the Cove Bridge. On the return trip the Governor's party reached the site of London from the opposite direction on the 2nd of March, 1792, and the chronicler says:

GOVERNOR SIMCOE.

From an oil painting presented to Bishop Cronyn by near relatives of the Governor, and kindly loaned by Huron College.

"We struck the Thames" [the name had till this year been La Tranché] "at one end of a low, flat island enveloped with shrubs and trees; the rapidity and strength of the current were such as to have forced a channel through the main land, being a peninsula, and to have formed the island. We walked over a rich meadow, and at its extremity came to the forks of the river." Here we have at once a description and an explanation of the coves. The recital goes on to say that Governor Simcoe judged this to be "a situation eminently calculated for the metropolis of Canada." The Governor makes frequent reference in his correspondence and state papers to his plan for establishing the capital of Upper Canada at this point. He went to England, however, on leave of absence in 1796, and never returned. The capital had in the meantime been transferred to Little York (Toronto).

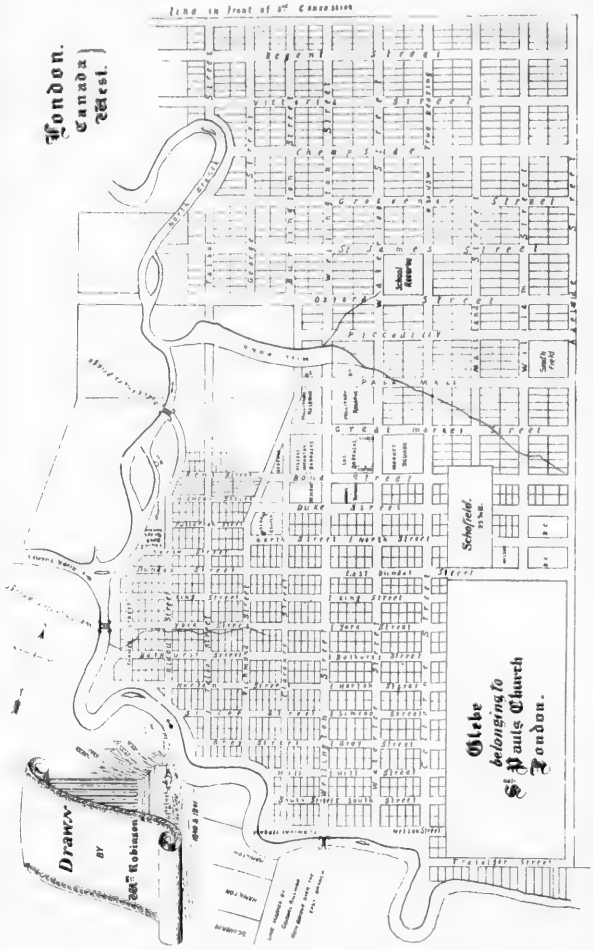
On the 21st of May, 1803, the Governor's erstwhile secretary, Colonel Talbot, chopped down the first tree in the Talbot settlement, in what was then known as the London District. The courts for the District were held first at Turkey Point till the court house was destroyed by fire in 1815, when it was reerected at Vittoria. Here again the court house was burnt, and in 1826 it was ordered by the Legislature that the courts should in future be held "within some part of the reservation heretofore made for the site of a town, near the forks of the River Thames, in the townships of London and Westminster, in the county of Middlesex." Here, then, we have the genesis of London. Rev. Dr. Webster had visited the plot some eight years previously, when the spot was a forest. Sixty years afterwards, in 1870, he wrote this description of it as it first appeared to him:

"North of Dundas street, and in some places south of it, was a thick pinery. Behind where the old

barracks were built, and on the rising ground north of the old fair grounds, and off the little stream (then called English's creek) which runs into Lake Horn, was a heavy growth of oak, maple, and beech; while down in the direction of the railroad station was hardwood mixed with pine, more especially so to the east. In the vicinity of Strong's hotel was a narrow, deep swamp, running toward the old tanneries, west of the railroad station."

To the reader of to-day how vague that description. Of the distinctive landmarks, Dundas street only remains. The "railroad station" may mean one or another, while "the old fair grounds," the "old barracks," "Strong's hotel," "Lake Horn," and the "old tanneries" have all disappeared. "English's Creek" has become "Carling's Creek," and will shortly, no doubt, pass from view.

The decision to erect the county buildings at the forks having been arrived at, Thomas Talbot, Mahlon Burwell, James Hamilton, Charles Ingersoll and John Matthews were named as commissioners to superintend the construction. They met at St. Thomas, in March, 1826, and the following year the buildings were completed. They occupied the site of the present structure, being two stories in height, of frame and logs, the latter being placed around the two cells which formed the "jail" for greater security. It was rebuilt in 1831. The present structure, or rather the rear half of it, was erected in 1844, at a cost of £5,504 11s. 4d. The style of architecture has puzzled many. It was adopted out of compliment to Col. Talbot, the idea being to create a *fac simile* of the old feudal castle of Malahide, in the county of Dublin, Ireland, which has been the family seat of the Talbots since the reign of Henry II., the first Plantagenet king of England. In 1878 the dilapidated condition of the court house rendered it necessary to have material repairs effected, the result being that the "castle" was enlarged to almost twice its former area, but the main architectural design was still maintained.



PLAN OF LONDON, 1840–41.

NO. ACRES, 2,117. Drawn by Wm. Robinson, Esq.

The conditions of settlement in this district were that a settler should be granted a lot on building a shanty 18 x 24, receiving the patent on payment of £8. Col. Talbot, the administrator, granted many patents on these conditions, the first survey being bounded by what is now Queen's avenue, Wellington street and the river. The first clearing was made in the fall of 1826, by Peter McGregor, who erected a log shanty. The exact location is a question of human memory, never to be absolutely depended upon. Hon. G. J. Goodhue, in his later years, was convinced it was on Talbot street, between York and King, but the bulk of testimony is that it was located on the south-west corner of King and Ridout streets. A few weeks afterwards John Yerex erected a log house on the north-west corner of York and Ridout streets, which stood for many years within the memory of residents still in their prime, and

therein was born the first white native of London, Nathaniel Yerex. In 1826, also, Levi Merrick built the first bridge over the Thames into London. Up till this time all passage of the stream had been by fording or ferry, the latter, established by the Beverleys, being located at a point where the Wharncliffe Road intersects the river, but that thoroughfare was not surveyed till five years later, in 1831. As may be imagined, the first bridge was a crude affair compared with the iron structures of to-day, over which we travel in electric car, carriage, or on foot, as fancy dictates. After the building of the first bridge there is a certain degree of cloudiness in the record, but it appears certain that the second bridge was that of Blackfriars, erected presumably in 1831 and rebuilt twenty years later. There is equal uncertainty as to the date of the first structure

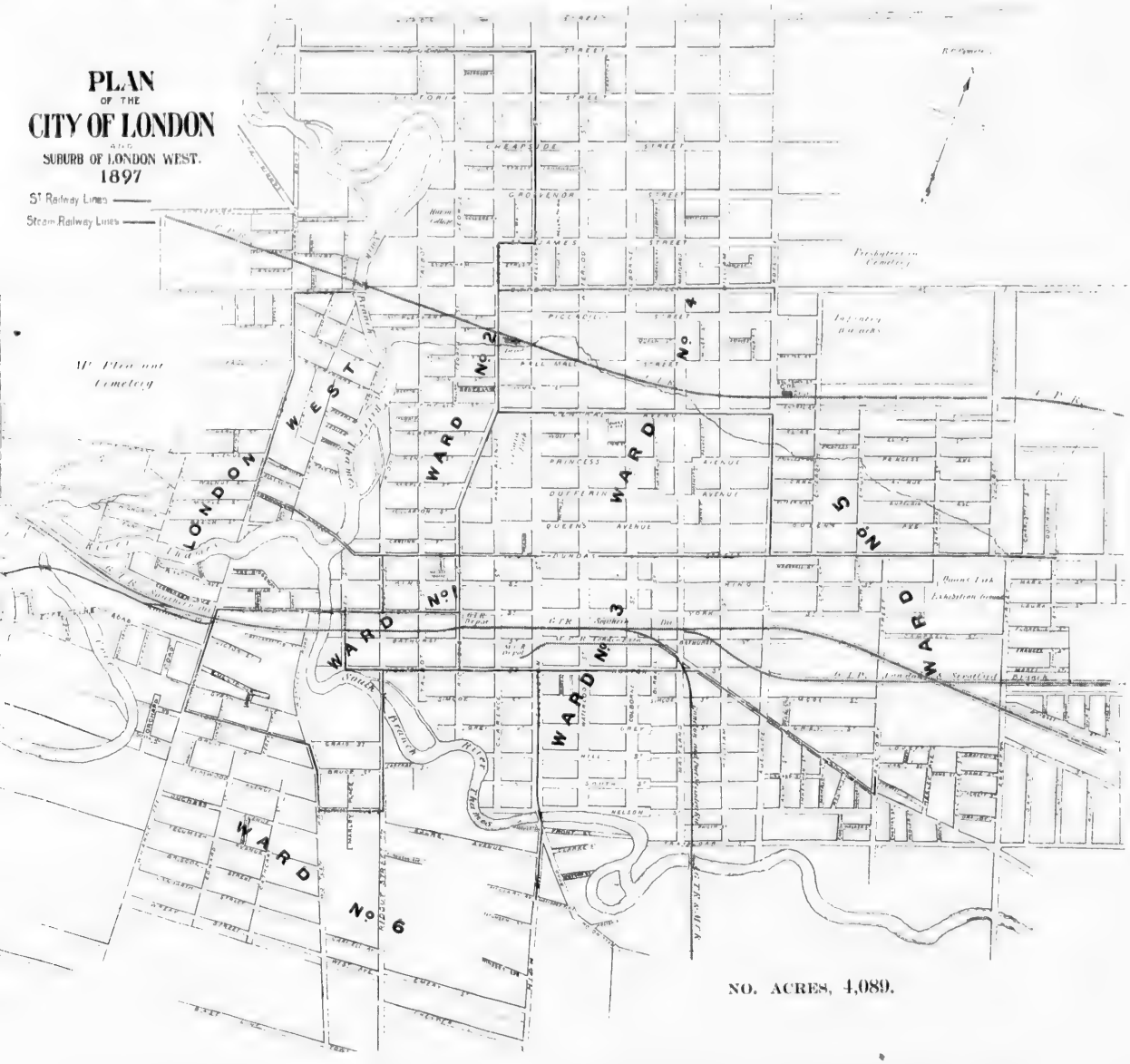
HON. G. J. GOODHUE.
First President of Council, 1840.

JOHN JENNINGS.
Appointed the first Town Warden of London, on its separation from the Township of London for municipal purposes in 1838.

SIMEON MORRILL, ESQ.
First Mayor of London, 1848.

OLD VIEW OF LONDON, 1851, AS SEEN FROM THE SOUTH-WEST.
From a painting made by the late James Hamilton, Esq.

over the river at the foot of Wellington street, but it was called "new" in 1840, reported dangerous in 1847, and in the latter year ordered to be rebuilt. The Ridout street bridge was first erected in 1848. It was swept away by a flood, as was its successor in 1874. In the interval between the building of the first and second bridge at this point a ferry was maintained, and during the low water of summer a footbridge—a primitive affair constructed of sugar casks and planks—was in use. During this period the late Charles Hunt erected a bridge from the rear of his property in London South to



the mill site, on the city side. This he maintained for private travel. A lawsuit with some of the other residents was the result, they claiming that Mr. Hunt had fenced in the street reservation on the city side. The matter was carried through the courts, the upshot being that Talbot street was opened through Hunt's orchard to the river. The bridge soon afterwards fell into disuse, and after being open some time the Council gave permission to close up Talbot street from Simcoe to the river, and so it remains. But the bridge is gone. In 1871 the bridges at Dundas and Oxford streets were authorized, though not built till some time afterwards, as private subscriptions were to some extent depended upon. This may be said to have ended the era of wooden bridges, so far as the city was concerned, and in 1875 the erection of the present iron structures began, Blackfriars being the first to be erected. Victoria Bridge was the second, and all the others followed in regular course as the old wooden structures were destroyed or condemned. In 1895 the electric railway company made arrangements to cross the bridges where necessary, and made the extensions needed for this purpose. On this point, it may be added that there are within the city limits three excellent railway bridges of iron, crossing the river on the lines of the Grand Trunk, Canadian Pacific, and London & Port Stanley Railways, respectively.

The roads of the early days corresponded with the quality of the bridges, and were for the most part of "corduroy." Excavations in later days have revealed traces of these primitive roads at a depth of ten or twelve feet below the present surface of Dundas street. Gravel and broken stone came in due course, and in 1880 a section of the central portion of the city was paved with cedar blocks. It was calculated that this roadbed would have a life of twenty years, but it was more than dead—it was decayed—in three-fourths of that time. In 1895 the blocks were replaced by asphalt resting on a concrete foundation. Time will test its durability—to a non-expert it appears practically indestructible.

OLD VIEW (ABOUT 1833) OF BUSINESS SECTION OF LONDON, FROM RIDOUT STREET TO RIVER.

From a water-color painting made by the late James Hamilton, and kindly loaned by V. Cronyn, Esq.

1—First red brick built in London, by Dennis O'Brien (?); 2—Court House; 3—Magazine; 4—Wilson & Hughes' law office; 5—Mechanics' Institute; 6—Residence of Rev. Benj. Cronyn in 1832; 7—Residence of John Jennings; 8—Dalton's soap factory.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

The municipal records of the early days remind one very forcibly that "history repeats itself." The formal minutes of proceedings do not set it down in so many precise words, but it is plain to be seen, reading between the lines, that wire-pulling for trifling advantages was quite as frequent on the part of municipal magnates

in early days as ever since, and the process was quite as well understood. There were the usual motions, amendments, and amendments to the amendments, varied by an occasional ejectment of a councillor from a meeting "for cause," the councillor retaliating by smashing the windows. In 1844 an amendment was sought and obtained to the village charter, and from thence on to the establishment of the town a series of by-laws were enacted for the better government of the locality, that differ, not in principle, but only in degree, from those of our own day. One by-law held a householder responsible for a blaze in his chimney; while the Council passed a resolution condemning in the strongest terms those who attended fires from morbid curiosity, and requesting all such to remain at home in future. Were this not done in all seriousness, one would be strongly inclined to think that it was intended as a broad travesty on those who believe that the whole science of government lies in passing laws—as though any man living ever cared a fig for a law the morality or expediency of which did not appeal to his common sense. It was also decreed that all who attended fires should work, under penalty of a period in the cells, and this is still within easy recollection. But the times change, and now we should be arrested if we offered to aid the brigade.

The really great fires of London are spoken of elsewhere, and it is not designed to follow conflagrations in detail. But reference may be made to the year 1864, when a sensation was caused by a large number of incendiary fires. A reward was ineffectually offered for the capture of the fire-bug. Many ominous whispers were heard as to the origin of the fires, but as they never got beyond the bated-breath stage it would be gratuitous to revive them at this late date, and they may have been calumnies at best. But forty men were appointed as special constables to supplement the regular force of firemen. In 1865 the incendiary scare gave place to one caused by burglars, and a vigilance committee patrolled the streets at night. In 1863 the first regular "fire-limit" by-law was passed. To trace the extensions of the "limit" would serve no purpose. Changes were made from year to year, the last in 1895; but it may be mentioned in passing that no fire-limit by-law was ever passed that was not infringed, and it may in sorrow be added—alas! for the fellow-feeling between law-makers and law-breakers—the infringements were generally, if not always, with the connivance of a member of the Council. Ten years later there was another outbreak of incendiarism, there being sufficient in the course of the year to make an average of within a frac-

VIEW OF COURT HOUSE AND KENSINGTON BRIDGE, 1897.

tion of three fires every week. The paid fire department had been organized two years previously, and this year (1875) the electric alarm system was inaugurated. The first fire-bell for alarm purposes was rung in London in 1848, a trumpet having been previously used. The bell, yoke and wheel cost $103. At present there are three fire stations. A glance over the records of the past reveal many familiar names among the members of the fire department, which in the early days of the volunteer brigade was composed of many of the leading citizens, all of whom were proud to "run wid der masheen," as the Bowery firemen used to say.

In 1843 we find an evidence of London's advance in civilization in an enactment that no cows should be "milked, slopped or otherwise fed on the sidewalks in the town of London." Candor compels the admission that it was many years after London had attained the dignity of a city before this by-law was fully enforced. A practice that has not yet altogether disappeared was legislated against in 1843, and several persons were fined for riding on the sidewalks, among them a clergyman. This was repeated in 1895.

Prior to this time, the meetings of the Council had been held in the one-story store which stood till a few months since on the north-east corner of Fullarton and Talbot streets. The town hall of later days was on the north-west corner of Talbot and King streets, a frame building which still stands but is now brick-veneered. The municipal proceedings of those days were of the ordinary character of a staid county town, and present nothing of historical note. See illustration, page 24.

The *Canadian Gazetteer*, of 1846, makes a short reference to London. It says there were then two markets. It probably meant there was a contest as between two sites. It was about that time that there was an effort made to establish the market where the Grand Trunk freight sheds are now, and it is told that the market house was sawn in two, placed on runners and drawn to that spot. The *Gazetteer* also says that London then possessed a theatre. Performances were given about that period in a small brick building which stood till recently in rear of the O'Callaghan terrace. My authority is the late P. T. Barnum. On his last visit to London he pointed out the building to me as one in which he had given a performance some years after the troubles of 1837, but he could not recollect the exact date. The circumstance was impressed on

DUNDAS STREET (ABOUT 1840), LOOKING WEST FROM WELLINGTON STREET TO COURT HOUSE.

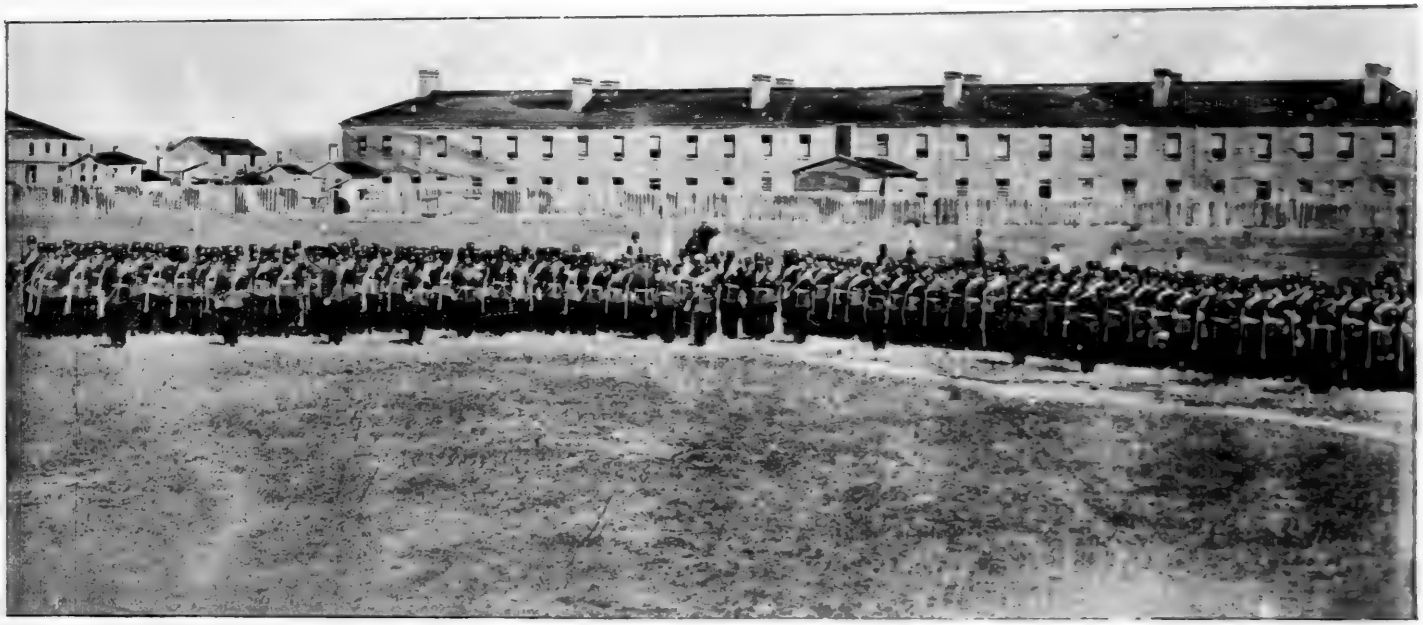
From an engraving kindly loaned by V. Cronyn, Esq.

The sketch for this was probably taken about 1840, certainly prior to 1844. The church to the right, St. Paul's, was burnt down on Ash Wednesday, 1844.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

his mind by the proximity of the hall to the place of the executions of 1837, and by reason of the fact that his party had excited the ire of the townspeople because one of the performers had played "Yankee Doodle," and they were obliged to make a surreptitious departure. A curious feature about early-day amusements is the fact that in 1843 a lecture on phrenology cost the lecturer thirty shillings ($7.50) for a license, while a circus license cost fifty shillings ($12.50). The proprietor of a learned pig also paid thirty shillings license. In the same year a license was issued to sell spirits for one evening in the Theatre Royal, the hall in the Royal Exchange (now the O'Callaghan terrace). We should smile to-day at the idea of charging a peripatetic phrenologist more than half as much as a circus, and it is an open question which would feel most offended—the phrenologist or pigman—at being placed on the same level. In the following year a number of young men fitted up a temporary theatre out of a barn located back of the present police station, and gave a series of performances. Here Simcoe Lee, afterwards celebrated throughout the whole of America, and now an inmate of the Forrest Home, made his first appearance. He played a female part, and the performance was interrupted by his father walking on the stage and taking him off. Among those who took part were the present Sir John Carling, the late Sheriff Glass, and ex-Mayor David Glass. The *Gazetteer* also says there were "excellent roads in all directions." No doubt it meant "excellent" by comparison. A road would have to be very bad if there was not a worse one somewhere. At the present time there are few roads anywhere in America that could not be made better. There were stages daily to Hamilton and Chatham, every other day to Sarnia

DUNDAS STREET, LOOKING EAST FROM RICHMOND.



CRICKET SQUARE (VICTORIA PARK)—REVIEW 7TH BATTALION, CONFEDERATION DAY, 1ST JULY, 1867.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

BIRD'S-EYE VIEW VICTORIA PARK, FROM FIRST METHODIST CHURCH.

and Port Stanley, and twice a week to Goderich. There were ten churches, one weekly newspaper and one daily mail. The population was given as 3,500. The stage fares were: To Chatham, 17s. 6d.; Wardsville, 10s.; Goderich, 15s.; St. Thomas, 3s. 9d.; Port Stanley, 5s.; Woodstock, 6s. 3d.; Brantford, 11s. 3d.; Hamilton, 15s.; Sarnia, 15s. If the roads were "excellent," a man could have made good wages at the rates then current by walking.

The same year (1846) marked a distinct era in the architecture of London, for then was erected the first brick residence within the municipal borders. The owner was Dr. Hiram Lee, who died eight years after, of ship fever, contracted while attending a patient. Cyrus Sumner is also credited with having built the first brick house, and some claim the honor for Dennis O'Brien. There is no absolute proof as between the three, but various trifling circumstances seem, when grouped together, to point to Dr. Lee. Such points are confused by erroneous statements made in print and preserved. I have one such before me to the effect that twenty-seven years ago there was not one brick house on Richmond St. south of King, save the Tecumseh House and Nichol's livery stable. The fact is that the Farrell (now O'Hearn) terrace and the McCormick homestead were erected years before, while the inner walls of Hunt's block are partially built of bricks taken from the "Ein Duetschen Haus" which stood on the same site. I have another wherein the insertion of a comma makes it appear to the reader that no directory was issued in London till 1863—an error of a decade. On such trifles does history turn!

Asked at random as to when London established its waterworks, the average citizen would reply that it was in 1877. Such would be a mistake. Municipal waterworks date back to 1830. In the accounts of the district for 1837 there appears this entry: "To paid Allen Buskirk for pump on public square, £2 10s." This was probably for repairs. Prior to that time the source of supply had been the river and springs along the bank, but in that year a well was sunk on Ridout street, from which pipes were run to the jail, where a reservoir was constructed. As in the days of Hezekiah, they "made a pool and a conduit and brought water into the city." This system was extended and the "town wells" were a municipal

VIEW TAKEN FROM CRICKET SQUARE (NOW VICTORIA PARK).

FOR 1897 VIEW, SEE OPPOSITE PAGE.

WELLINGTON STREET, EAST SIDE OF VICTORIA PARK, 1867.

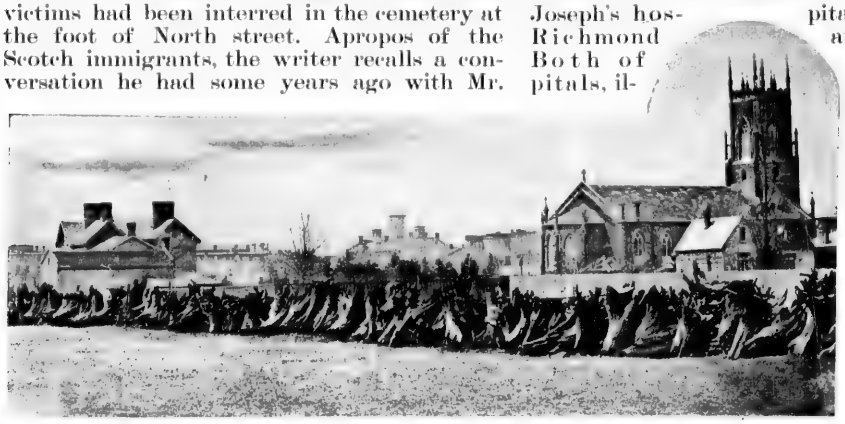
REVIEW 53RD REGIMENT (NOW 1ST SHROPSHIRE, KING'S OWN LIGHT INFANTRY), CONFEDERATION DAY, 1ST OF JULY, 1867.

institution till 1853, when the Legislature was petitioned for an Act giving power to erect waterworks. The London and Westminster Waterworks Company was formed the following year, intending to draw from the Westminster ponds. The project fell through because of a suspicion that the ponds were of surface water, as in later years was proven to be the case. A new company applied for a charter in 1876, and the then city engineer reported in favor of Wilson's springs, on the 6th concession of London township, as a source of supply. At the close of 1877 the Council decided on the present site, and the works were built the following year. Extensive additions have been made each year to the supply pipes, and no city on the Continent is furnished with better water, fresh from the springs. It had been intended at first to do all the pumping by hydraulic power, but of late years steam power has been added and both systems are now at command. Springbank, the name given to the waterworks property, is a charming natural park, about four miles down the river. It is accessible by boat, and the electric railway runs to the park. Without going into scientific details, it may be broadly stated that the water is free from all impurities, being supplied to the citizens precisely as it bubbles from the hillside of limestone formation. The best practical test of its purity is the fact that brook trout live and flourish in it, which would not be the case were the water in any way contaminated.

The question of hospital accommodation was forced upon the people of early London in an emphatic and unpleasant manner. In 1832, Asiatic cholera of the most virulent type appeared, and so severe were its ravages and the fright it occasioned that it has been said the late Captain Groves was eventually the only person to attend to the sick. The only doctor, Hiram Lee, was kept busy dispensing. So says the only record available. But it is manifestly an error. Dr. Andrew Chisholm was the first medical man to settle in London, and nearly a quarter of a century afterward he superintended the erection of a hospital on the Hamilton Road. The statement concerning Captain Groves also should be received with due allowance. A number of immigrants had arrived, and it is altogether probable that the residents of the place found their time fully occupied in looking after their own sick or removing their families from the danger of contagion. However, the statement has been often made and never contradicted, but it seems too great a libel on humanity to accept it in its bald entirety. Possibly the immigrants objected to nurses. Rev. Dr. Norman McLeod in one of his works tells of a country town in Scotland where a stranger nurse was refused even lodgings, lest she should spread the disease. In 1849, cholera again appeared, Dr. Going

WELLINGTON STREET, EAST SIDE VICTORIA PARK, 1897.

taking charge of the victims. He made a charge for his services, which the Council disputed and he was forced to accept a smaller sum. What an opportunity for a moralizer! If money be the measure of value of the services of a man who takes his life in his hands for the benefit of his fellow-man, little wonder if the earlier victims were neglected. A third visitation of cholera occurred in 1866, but the disease obtained no foothold. The first record of a hospital appears in 1847, when a large number of sick and destitute immigrants arrived from Scotland. A shed was erected for them on the Market Square, and a special burying ground procured. This was doubtless the old Potter's field on the block east of where the drill shed now stands. The cholera victims had been interred in the cemetery at the foot of North street. Apropos of the Scotch immigrants, the writer recalls a conversation he had some years ago with Mr. Murray Anderson. That gentleman said he had trusted many of these destitute persons for stoves on their taking up land in the surrounding wilderness, and he added that he never lost a cent, though he had no security but their bare word—a tribute to the sterling honesty of the old pioneers. The shed that had been erected as a hospital was fired by an incendiary, probably from fear of contagion. In 1855, a building for hospital purposes was erected on the Hamilton Road, east of where the "One Horse Tavern" afterwards stood. It contained four wards, each with accommodation for ten patients, Michael and Mrs. Audley being the steward and matron respectively. This building was also fired by an incendiary. The hospital was then for a time located in the military buildings, and in 1862 the two-story frame house still standing on the south-east corner of York and Thames streets was secured for hospital purposes. The present building on South street, between Maitland and Colborne, was completed in 1875, and formally opened by the Governor-General. Before that time there had been no hospital surgeon, an officer known as the city physician, which office Dr. Moore held for years, paying stated visits. Dr. Hagarty was the first hospital surgeon. Formerly the city hospital was under the direct control of the Council, but of late it has been managed by a trust of whom the city furnishes four members, the mayor being one *ex-officio*. The others are: T. H. Purdom, C. F. Complin and Col. Lewis. A hospital under Catholic auspices was opened at Mount Hope in 1888, which was the forerunner of the present St. Joseph's hospital on the corner of Richmond and Grosvenor Sts. Both of the present hospitals, illustrations of which are given, stand high in the reports of the Government inspector.



SOUTH-WEST VIEW FROM CRICKET SQUARE, 1860, SHOWING PINE STUMP FENCE.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

In connection with the city institution there is a training school for nurses, many graduates from which are now filling leading positions in various cities on the Continent.

The hospital for insane is not a municipal institution, nor is it within the boundaries of the city, though popularly known as the London Asylum. It was removed from Malden at the instance of the Local Government, of which Sir John Carling was a member, in 1870, and occupies three hundred acres of land just east of the city. It has accommodation for some twelve hundred inmates, and with Pottersburg on the south and the pork-packing establishment on the east and the barracks to the west, it forms the pivot of a thickly-populated district that is for all but municipal purposes a part of the city proper.

Among the charitable institutions akin to hospitals to be found in London to-day are the Old Men's Home, the Old Women's Home, the Women's Shelter, the Protestant Orphans' Home, the Mount Hope Orphan Asylum (Catholic), the Convalescent Home, and the

Home for Incurables. Except the Mount Hope institution these are not the work of any one church or denomination, but they are all the outcome of the churches and of Christian benevolence. All of the churches also have societies under various names devoted to charitable works. They are conducted unostentatiously. The members literally fill the poet's description of those who

"Do good by stealth
And blush to find it fame."

In 1869, Miss Rye visited the city and was entertained by the Corporation in recognition of her work on behalf of the waifs of England, and Mr. Middlemore was in later years given the use of the Ross farm as a temporary shelter for English waifs, under the name of the Guthrie Home. This has been abandoned, and there is difference of opinion as to whether efforts in the direction indicated should be encouraged in Canada. This is not the place to argue the matter. It is sufficient to record the fact.

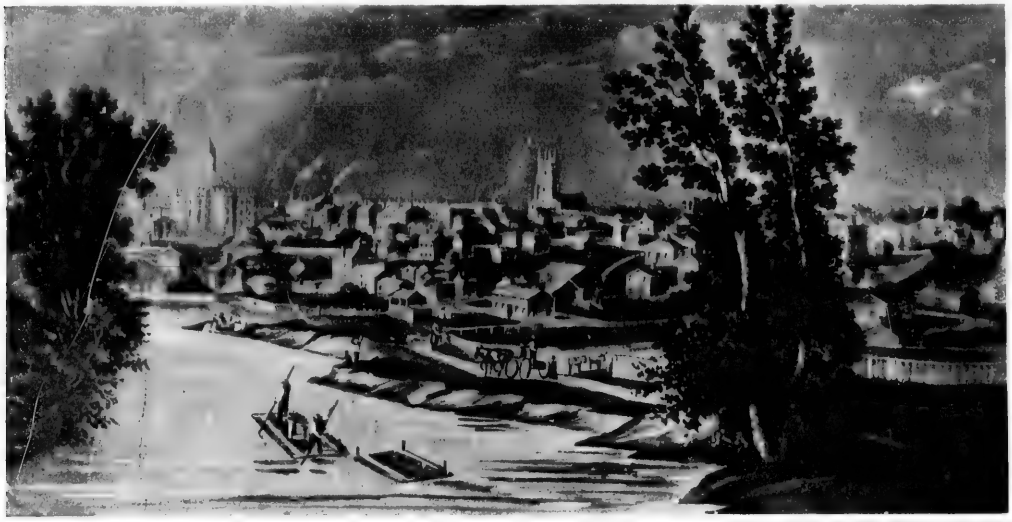
London walked in darkness—temporally, not spiritually—during the first quarter of a century of its existence. There were no street lights, save such as were furnished by the lanterns in front of the hotels, till 1855, when gas was introduced, Barker and Spellman having obtained the gas company's charter two years previously. Since that time—save during a short interregnum in the '60's, when the city and company failed to come to terms—the number of street lights has gone on increasing. Electricity has been employed since that light became general.

It is interesting to reflect in these days when we talk, correspond, travel, heat, cook, light and find a motive power for machinery in electricity, that it is but a trifle in excess of the life of one generation since its first introduction into London. The first telegram arrived here in August, 1859, over a wire from Sarnia. The first long-distance telephone was operated from London—it connected with St. Thomas—on November 18, 1888.

The year 1855 saw London invested with all the dignity of a city. The civic expenditure during the last year of town life had been £74,101 13s. 11d., which seems an enormous sum till it is explained that this amount included £50,000 paid to the London and Port Stanley Railway Company and other extraordinary expenditures. The expenses for the first year of city life were £14,381, which was raised in 1856 to £38,385, omitting in each case the odd shillings and pence. In this year the city borrowed £63,000 and consolidated its debt. From this time on the financial records of the city show that aid was given to railroads, schools built, etc., so that the expenditure of no one year can be taken as a guide to the running expenses, as without an elaborate analysis it would be impossible to distinguish between a bonus, an expenditure on capital account, or an ordinary current pay-

DUFFERIN AVENUE, SOUTH OF VICTORIA PARK, LOOKING WEST FROM WELLINGTON STREET.

ment. One method of gauging the growth of the value of the city is to be found in a comparison of the assessed valuation at various periods. Even this must be accepted as only approximate, as there were exemptions, lax methods of assessment, and other causes that prevent the figures being taken at their face value. As to laxity in assessing, it was charged in 1863 that one of the assessors had undervalued his own property. Assessments were then made on the rental, and it was said the assessor had received $66 in rent while he had based the assessment on $48. This led to the resignation of the assessor, and in passing it may be mentioned that Henry Georgeites can thus see that their scheme of taxation can be used to perpetrate a fraud. But this is not peculiar to London, and as the same assessor was reinstated a few years later perhaps there is no moral in the incident after all.

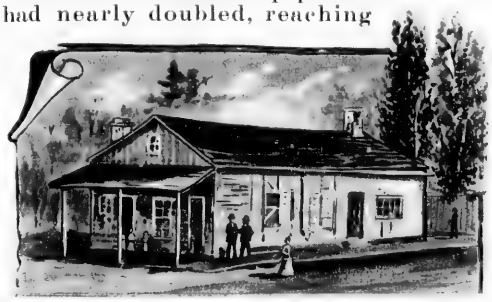


VIEW OF SOUTHERN PART OF CITY WHILE GRADING FOR THE G. W. R.
From a painting kindly loaned by Mrs. W. G. Macbeth

FOR 1897 VIEW, SEE OPPOSITE PAGE.

FIRST LOCOMOTIVE, 1854.

As early as 1863 there began to be rumors of "discrepancies" in the books of the city treasurer, but they blew over, when one of the collectors was found to be short in his payments and his sureties had to make good the shortage. The rumors were revived in later years and irregularities were discovered in 1882, when the city treasurer died by his own hand. But to return to the figures, from which, without giving the tables of population and assessment in detail, we may glean a few facts. Leaving out altogether the early days, which are valueless for purposes of comparison, and taking only the past twenty years, we find that in 1876 the population was 18,196 and the assessment $8,508,972, or an assessment per individual of about $468 in round numbers. In 1895 the population had nearly doubled, reaching



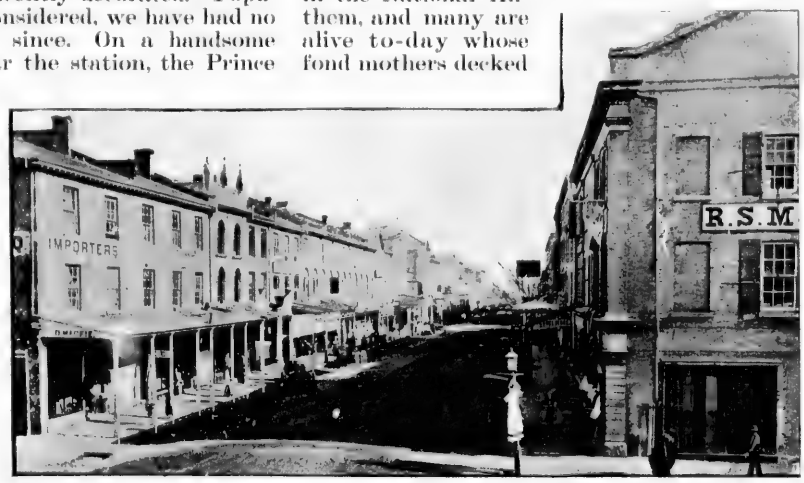
FIRST COUNCIL CHAMBER.
North-east corner Fullarton and Talbot Streets.

33,427. The assessed value, however, had not increased in the same ratio. Rather it had decreased, showing an assessment of $437.00 to the individual, or $15,654,060 in all. At first glance this appears as though the population had increased faster than the value of the city. But a sharp distinction should be drawn between the assessed value and the actual value. Apart from the numerous churches, government buildings, charitable institutions, etc., all exempt from taxation, it must be borne in mind that some factories are also exempt, others are partially so, while some have a fixed assessment covering a period of years during which additions are made. Thus the figures, used comparatively, prove nothing beyond the fact that we have progressed both in wealth and population during the period specified. But there is another phase of the subject. The returns show that in only four years out of the twenty were there decreases in the population—the years 1881-3-6-9. The decreases were 216, 106, 207, and 154 respectively, and are so trifling as to be easily explained by, say, the temporary stoppage of some large industry, the opening up of a new survey in the suburbs, or other local circumstance. The cheering part in this connection is that the growth has not been by leaps and bounds, but steady. Two years show abnormal increases, but these were more apparent than real. They were the years (1885 and 1890) in which London East and London South were amalgamated with the city proper. The amalgamations had no significance beyond their municipal bearing. The city to-day covers an area of 4,089 acres, through which there are 98 miles of streets, with over twelve miles of electric railway. The street mileage is being constantly added to, as park lots are subdivided into building lots. Over one-third of the streets, 37 miles, are kept in repair under the local improvements law—that is, by frontage tax. The average rate of taxation in London during the past two decades has ranged a trifle below two per cent. of the valuation. It should be borne in mind, however, that the valuation is almost always below the selling price, so that the rate of taxation is not really as high as it appears to be. The exact financial standing of the city can be best told in one sentence: Its assets are calculated at nearly half a million dollars in excess of its liabilities, and the last issue of bonds—4 per cents., running 30 years—sold at 101.70. It is worth noting that the first record in the Council proceedings of money being computed in the decimal system is dated January 25, 1858. It appears in connection with a memorial of the firemen asking that $5 be granted to the company which first reported at a fire. Prior to that, accounts were kept in Halifax currency, though "York" shillings and sixpences were the popular bases of computation.

GRAND TRUNK R. R. BRIDGE AND SOUTH-WEST RIVER SECTION, 1897.

London has from the beginning been a loyal city and more or less connected with royalty. The name first intended for it, Georgina, was in honor of the reigning monarch. Here the Queen's birthday was first celebrated as a holiday, in 1850, by resolution of the Council, and in a London cemetery

there lies buried a daughter of George IV. She was the wife of an officer of a British regiment stationed here, and was buried in St. Paul's cemetery, the remains afterwards being removed to Woodland. Three times have members of the royal family visited London. The first was in 1860, when the Prince of Wales came amongst us. The demonstration on that occasion was said by one who accompanied the Prince to have been superior to anything in Canada, where his visit was one continual ovation. The Prince and party arrived on the afternoon of September 12. The Volunteer Artillery fired a salute, and a guard of honor was made up of the Volunteer Rifles, Highlanders and Cavalry. The city was magnificently decorated. Population and wealth considered, we have had no such demonstration since. On a handsome pavilion erected near the station, the Prince and party were received by the mayor, parliamentary representatives, councillors, and citizens' committee. The address of welcome did not differ essentially from the ordinary run of such affairs, but it contained one sentence worthy of preservation: "The fact that at most it is only forty years since, in the locality where you now stand, none but the red Indian dozed under the shade of the primeval forest, will sufficiently explain to Your Royal Highness why we can conduct you to no magnificent buildings, to no sacred historic monuments, such as those which are familiar to your eye; but we are persuaded you can well appreciate the results of an industry which, in our circumstances, are necessarily more marked by the useful than the ornamental." This sentence is not resuscitated for its elegance of diction — that it does not possess. But it brings a picture to the mind's eye, and so is good writing. In reply, the Prince spoke briefly — six sentences in all. Two of them contained the kernel of the speech: "The country through which I have passed this day presents the spectacle of a population prosperous and happy. Its progress excites alike admiration and astonishment, and the industry evinced on every side has nearly supplanted the trackless forest of past generations by smiling fields and pastures reminding you of those which so many of you have quitted in your youth." Let us not scrutinize too closely the Royal rhetoric, which is bad, but admire the Royal sense displayed, which is good. As the party moved in procession to the Tecumseh House — which had been leased by the Government in its then unfinished state and put in shape for occupancy by the Prince and suite — there was continued cheering and every manifestation of joy. A party of two thousand school children had been coached by a Mr. Longman in the National Anthem, and many are alive to-day whose fond mothers decked them out in best bib and tucker to swell the chorus, which was sung from a large platform erected for the purpose near the present site of St. Andrew's church. In response to cheers the Prince appeared on the balcony of the hotel, and in the evening there was a display of fireworks and a torchlight procession. The next day the Prince paid a flying visit to Sarnia, returning in the evening to be present at a ball held in a pavilion erected in rear of the Tecumseh House. Some three hundred couples were present, many from outside places. The Prince danced all of the twenty-one numbers on the programme, and as fashions in dances, as in all else, change, it will be interesting to recall what was then in vogue, for which purpose the card of the Prince is here transcribed:



DUNDAS STREET, LOOKING EAST FROM TALBOT, 1860.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

1. Quadrille . . . . . Miss Moffat.
2. Polka . . . . . Mrs. Watson.
3. Waltz . . . . . Miss Becher.
4. Lancers . . . . . Mrs. Howell.
5. Waltz . . . . . Miss Prince.
6. Galop . . . . . Miss Askin.
7. Quadrille . . . . . Mrs. Judge Small.
8. Waltz . . . . . Miss Hamilton.
9. Lancers . . . . . Mrs. W. L. Lawrason.
10. Polka . . . . . Miss Jennings.
11. Galop . . . . . Miss Meredith.
12. Quadrille . . . . . Miss Bell.
13. Waltz . . . . . Miss Gzowski.
14. Galop . . . . . Mrs. Rivers.

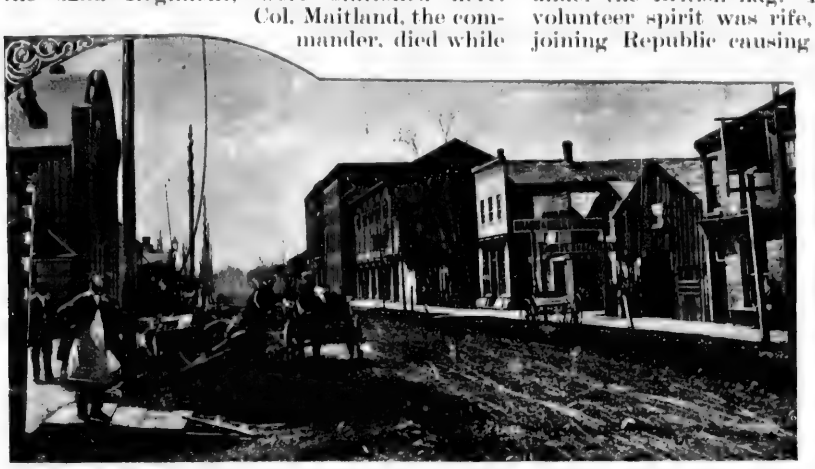
DUNDAS STREET, LOOKING WEST FROM RICHMOND, 1897.

15. Lancers . . . . . Miss Gzowski.
16. Galop . . . . . Miss Hope.
17. Quadrille . . . . . Miss Dalton.
18. Waltz . . . . . Miss Paul.
19. Lancers . . . . . Mrs. Taylor.
20. Waltz . . . . . Mrs. James Daniell.
21. Sir Roger de Coverly . . . . Miss Brough.

The next morning there was a turnout of volunteers, firemen, trades societies and citizens generally, and at ten o'clock His Royal Highness took his departure for Niagara Falls — pleased, let us hope; tired, without a doubt. During his stay, addresses were presented to the Prince by the Board of Trade, signed by D. Farrar, President, and Charles Hunt, Vice-President; the St. Andrew's Society, J. Wilson, President; the Synod of the Diocese of Huron, the magistracy, the militia, and the Welshmen, Benj. Nash, representative. The Prince is still, thirty-seven years later, hale and hearty. The royal salute as the Prince left Canadian territory at Windsor — he having come back through London — was fired by the London Field Battery. In 1869 Prince Arthur and suite visited London as the guests of the city, and received a hearty welcome, but not to be compared with that which had been given to the future king, and a couple of disagreeable incidents occurred, giving rise to a good deal of acrimonious discussion that could not have been pleasing had it come to the ears of the visitors, as it probably did. One was as to the charge made for the home

occupied by the Prince and party — the present residence of Mr. Ed. Meredith on Bathurst street — and the other was concerning a point of military etiquette involved in the formation of the guard of honor. The third royal visitor was the Princess Louise, who was in London in company with her husband, the Marquis of Lorne, the Governor-General, in 1879. While in the city she was the guest of private citizens, but met many who called upon her. Her hosts were Mrs. Major Walker, who resided in the present residence of Dr. Eccles, and Mrs. Harris, of Eldon House.

The troublous times of 1836–7 gave London a place in Provincial history. The original selection of the site had been based to some extent on its position as a strategic point, and at the time of the rebellion imperial troops, the 32nd Regiment, were stationed here. Col. Maitland, the commander, died while the regiment was in London. The 1st Royals (artillery; Col. Wetherall) was here about the same time. In the early days the 20th Regiment (Col. Horn) was stationed here, and it was from the commanding officer that Lake Horn derived its name. He made the "lake" by cutting down a thirty-foot hill which stood between Pall Mall and Hyman streets, and with the earth so obtained he dammed up the creek and built a wall for the lake. The work was done by convict soldiers condemned to hard labor, and in the lake the soldiers were wont to take their morning bath. In 1841 the volunteer movement began, and the London Independent Volunteer Artillery was organized by Captain Duncan Mackenzie, who maintained the corps at his own expense for fifteen years. In 1854 the First Cavalry Regiment was formed, and No. 2 Company, under Captain Burgess, had its headquarters in London; it was commanded by Lieut. Strothers during the Fenian troubles of 1866. Upon the retirement of Captain Mackenzie in 1856, the present Field Battery was organized by Col. Shanly and Major Starr. The field guns were brought from England, being the first used by Canadian militia. This Company did duty at Sarnia during the Fenian troubles of 1866. Col. Peters, till recently commanding officer, succeeded Col. Shanly. Capt. John Williams, who recently retired with the rank of major, was a member of the Battery for twenty-eight years and its principal drill instructor. In all, he served over half a century as a soldier under the British flag. In the early '60's the volunteer spirit was rife, the war in the adjoining Republic causing martial matters to be uppermost in the public mind. In the first year of that decade Buckley's Artillery Corps, the Merchants' Rifle Co. (Capt. Taylor) and Major Bruce's Volunteer Corps were organized. Among the leading militia officers of that day in London were Colonel J. B. Askin; Lt.-Cols., L. Lawrason and John Wilson; Captains, H. L. Thompson, J. B. Strathy, Hiram Chisholm, William Lawrason, John C. Meredith, Chas. G. Hope, A. G. Smyth; Lieuts., F. Kerby, H. Long, Samuel Peters, T. H. Buckley, D. M. Thompson, J. B. Smyth; Ensigns, George Symonds, E. W. Reid, J. L. Wilkins, N. Monsarrat, B. Cronyn, Paul Phipps; Captain and Adjutant, A. Walsh. In 1862, James Moffat and John I. Mackenzie organized a Company of Highlanders, equipping them at their own expense. Moffat was then a captain and Mackenzie a private. This state of affairs would scarcely comport with modern ideas of military discipline, but it was the true clan spirit nevertheless. The same year a number of British troops, including the 63rd, were quartered in London, but were withdrawn the following year in consequence of an affray between Mayor Cornish and Major Bowles. Cornish has frequently been spoken of as the



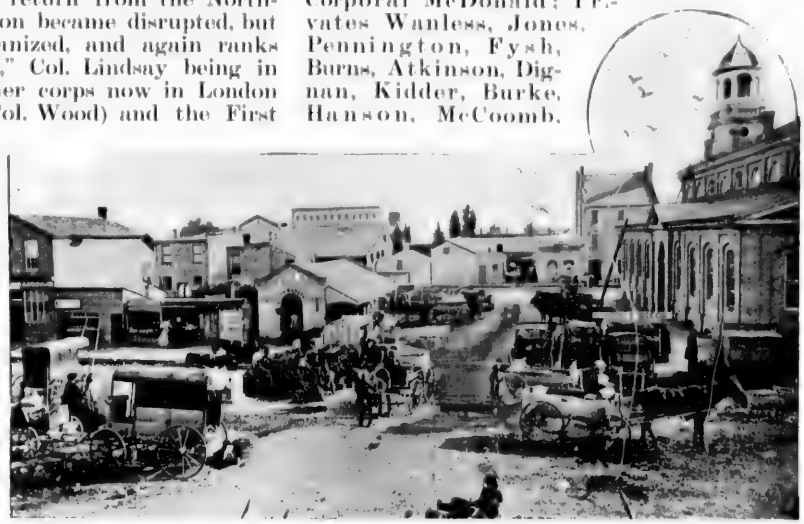
RICHMOND STREET, LOOKING SOUTH FROM KING, 1865.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

"rowdy Mayor." His encounter with Bowles gave him widespread notoriety, but, such is the irony of fate, of all his acts this was, if anything, least deserving of blame. Bowles had publicly boasted of his intimacy with Cornish's wife, and Cornish thrashed him. The troops were withdrawn on the plea that a "rowdy Mayor" had assaulted an officer. The affray was really between an injured husband and a boastful libertine. Afterwards other regular troops were quartered here, including the 47th and 53rd Regiments, a battery of artillery, sappers and miners, and a troop of military train. The Canadian Rifles were also stationed here, and the excellent band of this regiment has been the standard by which all then residents have since measured musical organizations. The volunteers with the regulars did good service in the days of 1866, and, though the London boys never saw any actual warfare, they were well up in support at the Ridgeway affair, while they did good preventive service at various points on the frontier — mainly Sarnia and Windsor. Later on, in 1885, the Seventh Battalion — organized from the independent companies in 1866 — was taken to the scenes of the troubles on the banks of the Saskatchewan, but the backbone of the rebellion was broken before they reached the scene of conflict. They were kept at Clarke's Crossing, however, for a long time. In the days of the Fenian troubles, when all the military were sent to the front, many citizens became almost panic-stricken, and Col. Bruce advised the formation of a "home guard." For years afterwards this was a standing jest, and Falstaff's army was held to be discounted. Having had our laugh, we can now see that the "home guard" served a useful purpose. To quiet the fears of men whose years handicapped their agility, and to calm the hysterics of timid women — both very desirable ends — the "home guard" answered as well as would the flower of the British army; had it come to a pitched battle, the "guard" could probably have been routed by a squad of schoolboys with snowballs. On all occasions when called upon the London

RICHMOND STREET, LOOKING SOUTH FROM MASONIC TEMPLE, 1897.

volunteers have given a good account of themselves, and for many years to come the children will be told of the advance on Ridgeway and of the hardships of crossing Lake Superior on the ice. Not long since the veterans of Ridgeway turned out in procession. They were all in the prime of life — a fine body of men — and marched in solid column in a way that showed the lapse of a quarter of a century had not caused them to forget their training, while the hearty cheers which greeted them proved that their services in days of danger had not been forgotten. Shortly after their return from the Northwest the 7th Battalion became disrupted, but it was soon reorganized, and again ranks among the "cracks," Col. Lindsay being in command. The other corps now in London are the Artillery (Col. Wood) and the First Hussars (Colonel Gartshore). No. 1 Company, Royal Canadian Infantry, occupy the barracks. A trifle more than the width of a street separates the barracks and parade ground from the city municipally, but to all intents and purposes the military quarters form part of the city. As a matter of record it may be well to insert here the names of those who formed the London contingent who were sent to the Northwest in 1885: The staff comprised W. De Ray Williams, Lt.-Colonel; Majors Smith and Gartshore, Adjutant Reid, Quartermaster Smith and Surgeon Fraser. The Captains were Ed. McKenzie, Frank Butler, Thomas H. Tracy, Captain Dillon and S. Frank Peters. The Lieutenants were Bapty and Bazan, Chisholm and Gregg, Cox and Payne, Hesketh, Jones and Pope. The Staff-sergeants were Sergeant-Major Byrne, Paymaster-Sergeant W. H. Smith, Quartermaster-Sergeant, J. Jury; Sergeant of Ambulance, A. Campbell; Sergeant of Pioneers, M. Cotter. The private troops were Color-Sergeant A. Jackson, Sergeant James Becroft, Corporal C. G. Armstrong; Privates Geo. Chapman, Edward Harrison, A. Leslie, Charles Pugh, H. Pennington, George Rogers, W. Schabacker, C. F. Williams, Walter Wright, Frank Sadler and Langford; Color-Sergeant Thos. Goold, Sergeants McClintock, John Harris, Joseph O'Rourke, Corporals A. E. Walker, W. Dyson and James Goold; Lance-Corporals Joseph Amor and Wm. Brown; Privates Hugh McRoberts, James Ford, H. Arbuckle, J. I. Walker, James Johnston, J. F. Gray, H. Westaway, Patrick Neil, Charles Potter, W. D. Crofts, A. Davis, A. McRoberts, James Lozier, T. R. Hardwood, F. Young, Thos. Livesey, W. Beaver, W. Andrews, W. Ferguson, George Davis, A. Somerville; Sergeants Anundson and Anglin; Corporal McDonald; Privates Wanless, Jones, Pennington, Fysh, Burns, Atkinson, Dignan, Kidder, Burke, Hanson, McCoomb, Graham, Mercer, Kirkendale, Ryan, Cæsar, Pettit, Wright, Smyth and J. A. Muirhead; Sergt. Borland, Corporals Richards, McDonald and Bayley; Privates Lister, Moore, Mills, Smith, McCarthy, Pennington, Macbeth, Webb, R. Smith, Lowe, McCormick, G. Westland, Benson, Cowan, Ironsides, Allen, Mitchell, Howard, Davis, Smith, Labatt, E. P. Dignan, C. D. Gower, Carey, Gregg, Carnegie and W. Owen; Sergeants Jacobs, Summers and Neilson; Corporals Field, Rowland and Opled; Privates Jacobs, Tennant, Best, Dickenson, Walton, Martin, Johnson, Moriarity, Peden, Kenneally, Cassidy, Norfolk, Hayden, A. McNamara, Hall, Quick, W. Wright, Cowie, Appleyard, Richardson, Northy, Stinchcomb, Thwaite, Ralph, Beetham, Walton, Sinnott, Rowason and McNamara; Sergeant Line, Privates H. Mills, T. Mills, Stansfield, Black, Collins, Copper, George



COVENT GARDEN, 1870.

FOR 1897 VIEW, SEE OPPOSITE PAGE.

Clark, Connell, Dunkin, Flavin, Harrigan, Keenan, Land, Lalley, Lovell, Morkin, Thomas, Wright, Wilson, Brown, Crawford, W. Wright and J. Clark; Color-Sergeant Borland, Sergeants Lynch and Fuller; Corporals Harrison and Lyman; Privates Allison, Barrell, Bigger, Borland, Brazier, Blackburn, Dickens, Duval, Essex, Hicks, Hood, Hutchison, McCutcheon, McCoy, McPherson, Macdonald, Parkinson, Pickles, Pate, Robertson, Steele, W. Smith, Terry, Whittaker and Woodall.

Speaking of military matters, an incident of 1875 should not be forgotten. It was the distribution of a sum granted by the Dominion Government to the survivors of the war of 1812. Cols. McPherson, Moffat and Taylor, and Majors Leys and Peters were the examiners of the applicants in the London district. Thirty presented their claims, the youngest of whom was 78 and the oldest 87, who must have been 15 and 24 respectively at the period of the war. The applicants had been at different points — Lundy's Lane, Queenston Heights, Detroit, Fort Erie, Stony Creek and elsewhere. Among the number were four Indians, one of them named George King. He is mentioned as his name recalls a conversation the writer had with a venerable chief on the Moravianntown Reserve during the holding of the biennial council of the Indians of Ontario and Quebec, in 1894. The conversation turned on the naming of Indians on their renouncing Paganism. The chief said that prior to this the Indians, in addition to their Pagan names, had fantastic cognomens bestowed on them by the whites, and he instanced George King, who had been known as "King George" because of his supposed resemblance to that monarch, and his legal name as a Christian was acquired by merely transposing the two words of his nickname. The first two Indians baptized in Canada, it will be recollected, received the names of the King and Queen of France — Henri and Marie — from the French Catholic missionaries, in 1610. The English reversed this practice.

COVENT GARDEN MARKET, 1897.

The need of a public park never entered the minds of the early settlers. And why should it? It was only necessary to step out of the log cabin to have the whole Province for a park. Col. Burwell was the first to foresee the need of the future, and he deeded to the city St. James' park, which was succes-

sively a potato patch and pasture field, but never a park. In 1855 the city fenced it, but in the following year it was leased to Thomas Francis, who used it for the purposes stated till it was a few years since cut up into building lots. Few of the latter-day residents know of its location. It was the piece of

LONDON NORTH, FROM ST. JAMES STREET, LOOKING SOUTH, 1870.

From a photograph kindly loaned by Geo. B. Harris, Esq

ground between the track and Stanley street, and the Wharncliffe and Wortley Roads. Agitation for a park began in 1868, and that year the court house grounds were granted for the purpose on condition that trees be planted and the grounds improved. A few trees were planted, but the project languished

LONDON NORTH, FROM ST. JAMES STREET, LOOKING SOUTH, 1897.

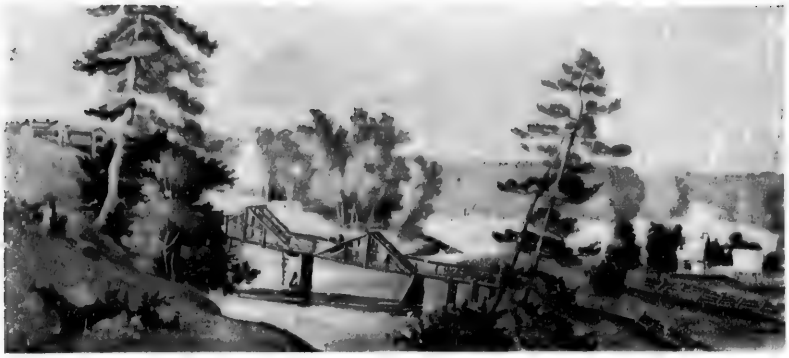
CLARK'S BRIDGE AND WESTMINSTER ABBEY HOTEL, 1843.

From a painting made by the late James Hamilton, Esq.

FOR 1897 VIEW, SEE BELOW.

and died. It might be said to have "died a-borning." Ten years later Salter's grove (now Queen's Park) was acquired by the city, and in 1873, after the burning of the old barracks, the ordnance lands became the property of the Corporation, and the present Victoria Park sprang into existence, being dedicated by the Governor-General, Lord Dufferin, on August 27, 1874. The Park was then little better than a piece of virgin ground, with no trees upon it, but the plans had been well prepared — the services of the gardener of Fairmount Park, Philadelphia, having been secured — trees were transplanted bodily by citizens — Monte Cristo's achievement on a small scale — and to-day we have a park which, for its size, twenty acres, is a spot to be proud of. It is not necessary to go into all the details of the arrangements by which the city became possessed of the old ordnance lands. Suffice it to say, in brief, that in return for a site for barracks and parade grounds on

WELLINGTON STREET (CLARK'S) BRIDGE, 1897.



BLACKFRIARS BRIDGE, 1843.

the heights which overlook Adelaide and Oxford streets to the west, the ordnance lands were turned over to the city. In 1888 R. Pritchard and A. B. Powell—with the mayor *ex-officio*—were appointed trustees for the administration of the lands, and when they relinquished their trust in 1894 their accounts showed the city had been a considerable gainer by the deal. The illustrations (see pages 18 and 19) give a clear idea of the park as it was originally and in its various stages of evolution. The old pine stump fence is well remembered by many, but a circumstance in connection therewith is well-nigh forgotten. The original enclosure took in the gore and closed up Clarence street (now Park avenue). The citizens desired to open this street, but the military objected. The city authorities gave notice that at a certain time they would remove the stumps, and the military turned out to prevent. Nothing daunted, the citizens started to open the street, when the artillery began to fire blank cartridges. This was kept up for some time, but the stumps were removed. The affair created great excitement at the time, but of course a moment's thought is only needed to see that the military were "bluffing." They were clearly in the wrong.

BLACKFRIARS BRIDGE, 1857.
The above are from paintings by the late James Hamilton, Esq.

On all occasions of elections London has been known as a "fighting" constituency—metaphorically of course, though sometimes the term could be taken literally. It was first established as a separate parliamentary district in 1835, when Col. Mahlon Burwell became the representative.

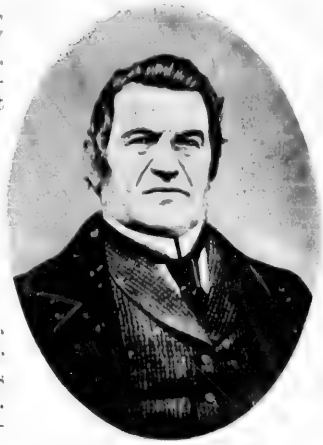
BLACKFRIARS BRIDGE, 1870.

FOR 1897 VIEWS, SEE OPPOSITE PAGE.

LONDON WEST, FROM KENT STREET.

BLACKFRIARS, OXFORD, AND C. P. R. BRIDGES.

Hamilton H. Killally followed, and was in turn succeeded by Lawrence Lawrason in 1844. W. H. Draper was the next member, resigning to accept a seat on the bench. John (afterwards Judge) Wilson and Thos. C. Dixon were the representatives till 1857, when John (now Sir John) Carling came to the front. Since that time Mr. Carling has represented the city in every Dominion Parliament, save the present and that one for the term of 1874-8, when Col. Walker won the seat. The Colonel was unseated in the courts, and J. H. Fraser was elected for the balance of the term. In 1890 Mr. C. S. Hyman was declared elected and sat for one session, but was afterwards unseated by the courts and the seat awarded to Mr. Carling. Sir John also represented the city in the Provincial Legislature from Confederation till the abolition of dual representation. Mr. W. R. (now Sir Chief Justice) Meredith was then chosen for the latter position, and occupied it till 1894, when he resigned to go on the bench, and was succeeded by Mr. T. S. Hobbs, who is the present representative. Sir John Carling having declared his intention of not again going to the polls, and having been appointed to the Senate, the next contest for the Dominion house was between Major Thomas Beattie and Mr. C. S. Hyman, the former opponent of Mr. Carling. It resulted in the return of Major Beattie by a majority of 13. A protest was entered, and the trial will go down to posterity as the longest civil case ever heard in a Canadian court, evidence and argument of counsel occupying a period of twenty-eight days. At the conclusion of the argument, Justices Ferguson and Robertson reserved judgment, and this had not been given as these pages are being written. To recapitulate all the incidents of election contests in London would be as useless as it is impossible, and anything concerning latter-days, beyond a bare statement of what the record shows, would excite a partisan discussion that has no place here. In the olden-time, physical encounters were numerous, and in 1832, and again in 1841, the fighting became virtually



THOS. CARLING, ESQ.
First recorded marriage in London district.

WATERS' MILL — CARLING'S CREEK, NEAR RIVER — 1843.
From a painting by the late Jas. Hamilton, Esq., kindly loaned by Geo. B. Harris, Esq.

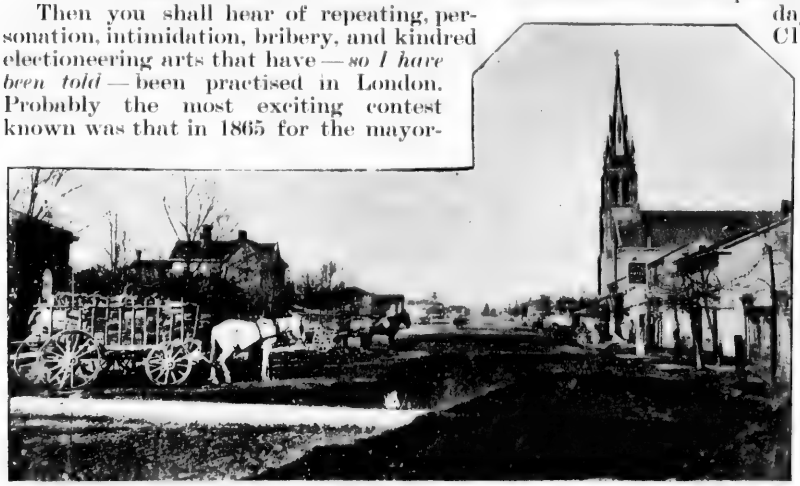
QUEEN'S AVENUE, LOOKING EAST FROM PETER STREET.

DUNDAS STREET, LOOKING EAST FROM MAITLAND.

a series of riots, but there is no record of serious injuries. No doubt many of the stories of election fights are in the main true, but it is quite probable that an equal number are apochryphal, and it is tolerably certain that, with the lapse of time, all have become embellished with what may be termed, for euphony's sake, verbal embroidery. There have been many exciting contests, alike in municipal, Provincial and Federal politics, within the recollection of many now living, but to retail them all would be an endless task.

"In winter's tedious nights, sit by the fire
With good old folks, and let them tell thee tales
Of woful ages long ago betid."—*Richard II.*

Then you shall hear of repeating, personation, intimidation, bribery, and kindred electioneering arts that have—*so I have been told*—been practised in London. Probably the most exciting contest known was that in 1865 for the mayor-



NORTH ST. (NOW QUEEN'S AVE.), LOOKING EAST FROM POST OFFICE, 1860.
FOR 1897 VIEW, SEE OPPOSITE PAGE.

alty. On the second day of polling the military were called out—not to quell a disturbance, but to prevent a possible one. Many held that the precaution was needless. At all events, there was no demonstration worth speaking of at this date, and the result broke the reign of Cornish, who had practically been the dictator of the city for four years.

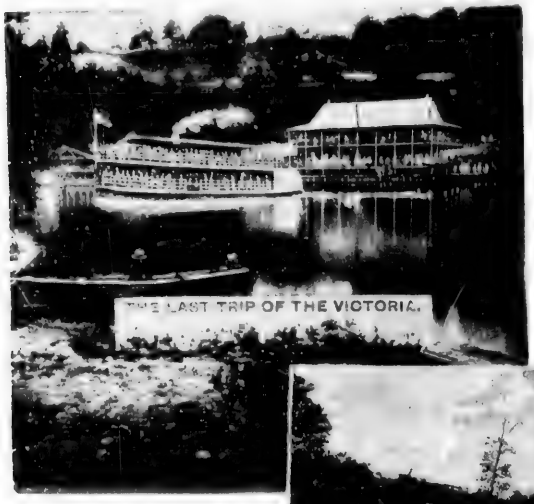
The administration of justice in early days was crude. There were none of "the law's delays," of which Hamlet makes complaint. At the building of Westminster Bridge the first criminal was taken red-handed. He had stolen a fellow-workman's axe. This was the crime of crimes. As well take a pioneer's right hand as his axe. An impromptu jury decided that the culprit should be banished or given a whipping. This latter form of punishment seems to have been frequently inflicted for petty thievery, and was later supplemented by the pillory and stocks, but it grew into disfavor as the settlement progressed, and the last lashing for larceny was in 1819. The pillory and stocks withstood public sentiment for eleven years longer, but they had been disused for a long time before in 1830 they were incontinently pitched into the river. The whipping-post was restored by Provincial enactment in 1870, and several men have since been lashed. But their crimes were of a different nature, and humane sentiment is not shocked by the application of the lash to those found guilty of specific offences against the person. In illustration of the primitive methods of these days, it is said that Mr. Clarke Gamble, Q.C., Toronto, father of Mrs. I. F. Hellmuth, of this city, acted as clerk of the court at an assize held in a building on the court-house square, London, in 1828. Mr. Gamble is still living in Toronto, aged 89 years. After one of the cases was tried and given to the jury, they were sent out in charge of a constable to some safe place. Some time afterwards one of the counsel in the case rushed up to the judge, saying: "My Lord, the jury sent out on my client's case are sitting on the logs outside, with people around them. Look out of the window and see for yourself." The judge replied, "Well, if you can find a safer place for them let me know," and proceeded with the court's business. In 1827 the first court of quarter sessions was held, presided over by Joseph Ryerson. The jail has had many temporary occupants. In 1836 all the women of the place voluntarily made themselves prisoners, as a measure of safety, though it does not appear that there was any need of this. Since its first erection there have been but six governors of the jail. The first was Peter McGregor, who, however, only held office for a short time as a sort of "sub." The second was Samuel H. Parke, who in 1858 gave place to Joseph Lamb. He died in 1880, and was succeeded

by Henry Fysh, who held office for three years, and at his death the late governor of the jail, Patrick Kelly, was appointed. Mr. Kelly died in 1896, when the position of jailor was assumed by Mr. Robert Boston, of Lobo, ex-M. P. for South Middlesex. The police force in the early days was an irregular body, dependent upon their fees, a regular force not being appointed till 1855, when the status of a city was assumed. Though the police force of London has done a great deal of dangerous work, many desperate criminals having been taken in the act, only on two occasions have serious assaults been made upon the officers. In 1874 Constable John Kelly was stabbed and disabled by a prisoner named George D. Miller, and in 1892 Detective Phair was fatally shot by a man named Wilson, whom he was trying to arrest. In 1878 Sergeant James Crawford shot a robber named Thomas Ley, who had been guilty of several burglaries, and attempted to shoot the officer, but this was not in the city. There have been many minor melees in which batons were freely used, and in 1872 what was practically a riot on a small scale took place on Dundas street, owing to the presence in the city of a man named Mason, from Toronto, whose occupation was that of informer against those who sold liquor illegally. He was rescued by the police. Up till that time the liquor law — not so strict as it now is — was practically a dead letter. The police force of 1867 was greatly exercised — as was the whole city — over the criminal pranks of a man called, for want of a better or more accurate name, "Slippery Jack." His practice was to gain entrance to the sleeping apartments of women — sometimes three and four in a night — and awaken the sleeping inmates by tickling their feet. He was never caught, though often seen and several times shot at. Who he was was never disclosed, though many guesses were hazarded. The general theory was that he was an officer of the garrison, and his idiotic pranks ceased on the removal of the military. Many believed that more than one were engaged in the escapades. It is quite possible. All forms of lunacy that confer notoriety find imitators. The poor fool had a sorry conception of humor. Bright-witted men do not consider it funny to throw women and children into convulsions.

QUEEN'S AVENUE, LOOKING EAST FROM POST OFFICE, 1897.

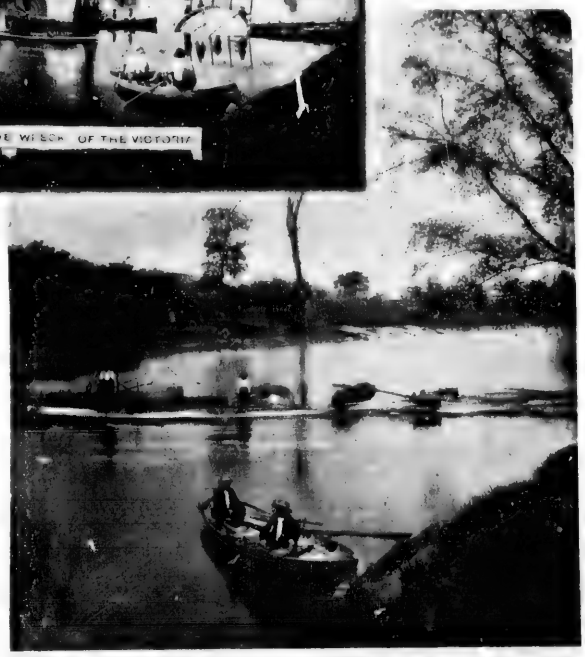
London has been comparatively free from capital crimes. The sentence of death has been carried out but twice in London for murders committed within the city. Prior to these there had been several executions in London. Six persons sentenced to death were indicted for participation in the rebellion of 1836–7. Their "crime" carries no stigma at

this date, and it is sufficient to state that their names were Cornelius Cunningham, Joshua G. Doane, Amos Peasley, Adam Clark, John Scott and Enos Scott. In 1831 C. A.



VICTORIA DISASTER, MAY 24, 1881.

Burley (or Burleigh) was hanged for the murder by shooting of Constable Pomeroy, at Bayham. A ghastly scene was enacted at the execution. As the drop fell the rope broke and the half-strangled man is said to have walked about till another halter was procured. The latter part of the story is probably untrue, for obvious reasons. The following year Jonathan Sovereen was hanged for the brutal murder of his wife and seven children near Burford. All other executions in London are within the memory of living inhabitants. Thomas Jones was hanged in 1868 for the murder of his niece in Delaware; he protested his innocence on the scaffold. He was the last malefactor publicly executed in London. The statement has been made in print that he suffered on the same scaffold as did the victims of the rebellion. Such was not the case. The lumber used in all gallows structures in London has been rented for the purpose and returned to the yard from whence it came. It would serve no useful purpose, and would confer unenviable and undeserved notoriety, to indicate the house the threshold of which is formed of the crossbeam of the scaffold from which Jones was hanged, but it is still standing in London, and known to the writer. In 1871 Angus Pickard was hanged in the jail yard for the shooting of his employer, Duncan McVannell, an East Nissouri farmer. There was an element of romance connected with the tragedy that lifts it above the brutal butcheries of others. Pickard was engaged to be married, but on some representations by McVannell to the prospective father-in-law the match was forbidden. Pickard asked for his wages that he might go elsewhere and marry, and after several refusals he shot his employer. The only woman hanged in London was Phœbe Campbell, who suffered the extreme penalty in 1872. The murder, committed in Nissouri, was a peculiarly brutal



THE SCENE A FEW DAYS AFTER.

one, the victim being her husband. It was the outcome of an intrigue between the murderess and her husband's hired man, Hugh Coyle. Benjamin Simmons was hanged in 1885 for the butchery of his paramour, Mary Ann Stokes, and James Smith in 1890 for the murder of one who for thirty years had passed as his wife, but with whom, as he confessed under the gallows, he had eloped from England, leaving a wife behind. At this execution the hangman was for the first time unmasked. He was the now notorious Radcliffe. This record of capital crime and its punishment is as concise as the facts permit. It is not a pleasant subject.

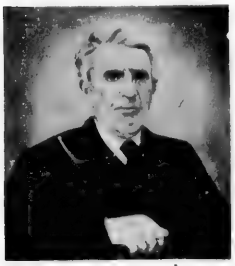
A dreadful tragedy, the sad memories of which have become mellowed by time, occurred on the 24th of May, 1881. The air was clear, the sun shone, and it was veritable "Queen's weather." The city had given itself up to holiday purposes. Thousands had gone on excursions, but thousands still remained, and of these many made Springbank their objective point. The steamboats were crowded far beyond their legalized capacity in conveying passengers down the river all day, and the crush became greater on the return trips toward nightfall. About five o'clock the "Victoria" left the dock at Springbank on what proved her last trip. That she was overloaded all at the scene were well aware. The estimates as to the number on board range from 600 to 800, but there is no method of exactly determining. The "Victoria" was of 43 tons burthen, 70 feet long, with a 26-foot beam, and when loaded to her normal capacity had a water draught of 16 inches. These figures are official, but in estimating the capacity of the boat the flimsy nature of her construction should be taken into account, as this contributed largely to the subsequent loss of life. As the boat neared the Cove bridge, and when a couple of hundred yards below the bend, she careened, the boiler became loose, and, rolling over, carried away the stanchions that supported the hurricane deck. The passengers were crushed down and about one-third or one-fourth of the total lost their lives. The exact number who were drowned or crushed to death cannot be stated, but there were 182 interments in the local cemeteries, and several bodies were taken elsewhere for sepulture. It is probably not overstating it to say that 200 persons lost their lives, and one estimate made at the time, based on very careful calculation, placed it at 215. To realize the full horror of the disaster, it must be borne in mind that all the victims were from a circumscribed area. Few families in London escaped without the loss of a relative — none without the loss of a friend. Proceedings were taken against the authorities of the boat, but as time wore on the excitement became allayed, and no judicial punishment followed. That bad judgment was shown in overloading the boat goes without saying, but it was not tinctured by cupidity, as all had paid their return fares. The

CENTRAL AVENUE, NORTH OF VICTORIA PARK, LOOKING EAST FROM RICHMOND STREET.

LONDON WEST—FRESHET, 1883.

In the surrounding country and in London West a great deal of damage was done, several houses being wrecked, and eight lives were lost. The storm area was small, but the rapid rise of the waters caused considerable loss along the course of the stream by which the downpour found its way to the lakes.

Council resolved to erect a monument in memory of the victims, but the matter never went beyond the passage of the resolution, and the proposal would find no favor to-day. The accident put a damper for a time on aquatic sports, but boating as a pastime is again in favor, and the London Boat Club is a flourishing institution, with a commodious boathouse and grounds that have been laid out as a golfing place, bowling green and tennis lawn. A large fleet of pleasure boats ply between the city and Springbank. In the early years of London the favorite stretch of water for boating was on the south branch, and no doubt this will in future become as it was in the past. All the facilities for boating are there, but Springbank is the favorite resort.

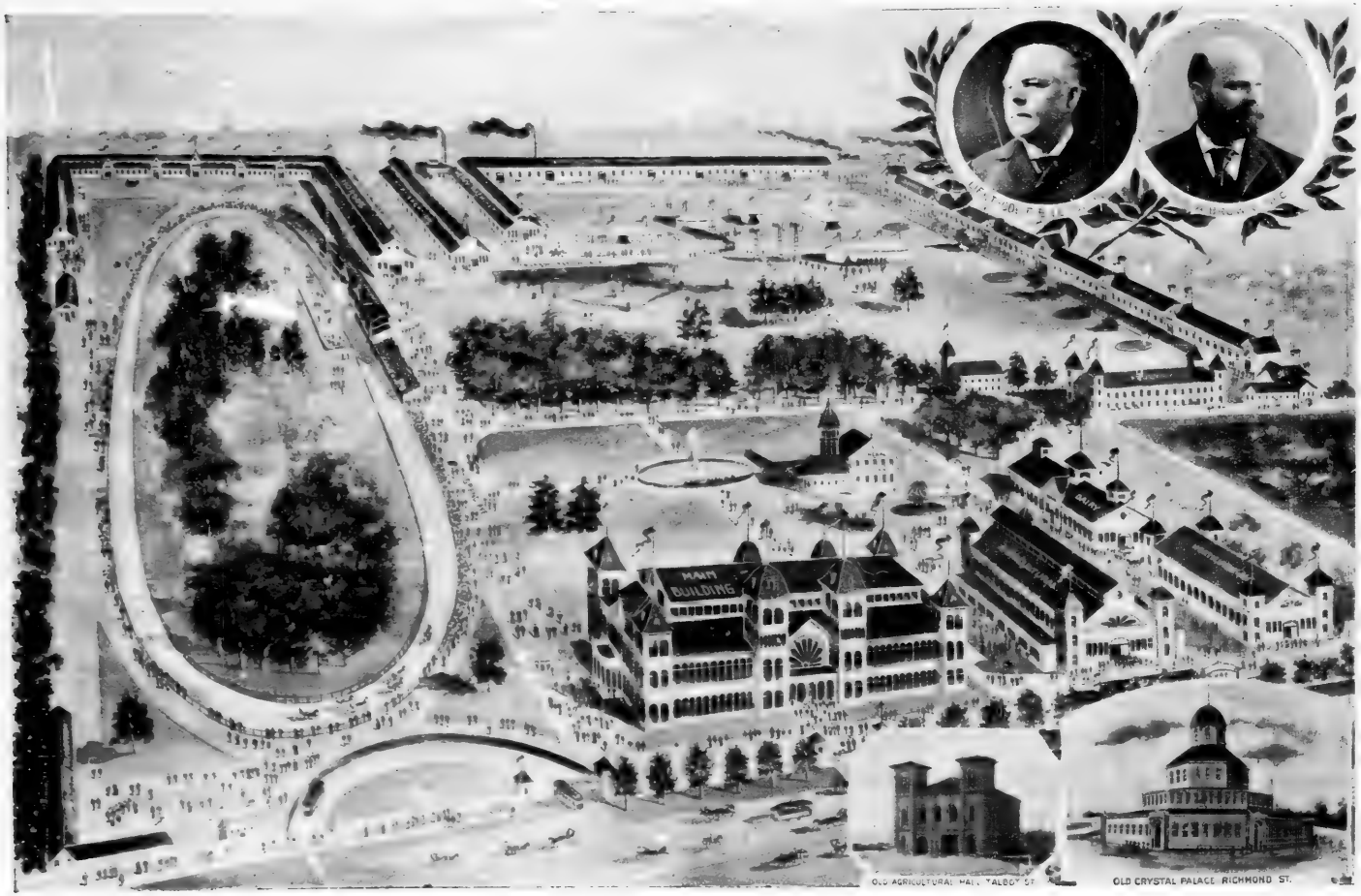


THE LATE DENNIS O'BRIEN.

The physical geography of London is such that, while there is a freshet every spring, the city does not suffer therefrom. Built as it is on a gradual slope from the point where the two branches of the stream form a "fork," the natural valley only is flooded and there are but few dwellings and no business houses ever affected. An exceptional flood occurred in 1883, but it was in midsummer and was occasioned by a cloudburst. The downpour began on the night of the 10th of July.

London East, in its early days known as Lilley's Corners, became a part of the city, Ward 5, in 1885. The settlement dates back to early days. In 1851 Murray Anderson purchased a lot in what was then "English's bush," surrounding the log cabin of the pioneer, Noble F. English. In 1864, when the first oil refineries were started by W. Bayley, Sen., and the Duffield Bros., the population of London East was about 500, but the development of the oil industry doubled this in the next two years. The city pursued a short-sighted policy in driving the refineries beyond the city limits, because of complaints regarding the odor of the oil in course of treatment. The odor remained, but the taxable property was outside of the jurisdiction of city assessors. The settlement grew apace till 1874, when the population numbered 2,500 and incorporation as a village was decided upon. On the 1st of January, 1875, the following became the first municipal rulers of the village: Reeve, A. M. Ross; Deputy Reeve,

THE O'BRIEN HOMESTEAD.



WESTERN FAIR GROUNDS.

Peter Allaster; Councillors, Isaac Waterman, R. Gough and J. H. McMechan; Clerk, A. Isaac; Treasurer, J. D. Smith. There is no need to follow in detail the progress of the village — to tell how the oil industry grew, declined and revived; of the establishment of the car works, their burning, abandonment, and resuscitation. It is sufficient to say that after ten years of life as a village — much of the time of the municipal rulers being occupied in petty squabbles over purely local and trivial concerns — London East took a broader view of its destiny and cast in its lot with London, making municipally what had been practically and commercially one from the beginning.

The genesis of London South offers nothing for especial remark. Municipally there never was a London South. That was merely a local name given to the section across the river in the township of Westminster, which grew because of its desirability as a dwelling place. Industrially it has no history, but on its accession to the city in 1890, as Ward 6, it added considerably to the population and assessable value of London.

Though this is not designed as a story of the whole section, injustice would be done were no mention made of London West, which is in everything but its municipal policy a portion of the city and shortly destined to become a ward of itself. It was incorporated in 1874, having previously been known locally as Petersville, and has a population of 2,500, with a fine schoolhouse and two churches — Episcopalian and Methodist. The village calls for no special remark in a commercial sense, being in that regard a part and parcel of the city proper.

At first glance it might appear far-fetched to cite the London Gun Club and the London Hunt to show the development and growth of the city. Possibly it would be so were they quoted as factors in the development, but as proofs thereof nothing could be more pertinent. In the early days there was no such thing as hunting for sport. The streams were full of fish, while game birds and edible animals thronged the woods. No restrictive laws hindered the furnishing of the tables of the settlers, and hunting and fishing were then matters of routine labor rather than of sport, as necessary a preliminary to a meal as filling the kettle or kindling the fire. It is only of recent years that the game bird supply has fallen short; indeed, there are men living who have hunted on present factory sites, and some old settlers delight to tell of the time when Sam Stewart took a random shot and brought down two wild turkeys that he had not seen. The influx of settlers drove off the game, but the fish still remain to some extent. Fine strings of black bass were taken within the city limits last summer. The Gun Club was organized for the better enforcement of the game laws, that the shooting in the surrounding country might not be utterly destroyed, and also to protect the fisheries and

WATERLOO STREET (EAST SIDE), NORTH OF ST. ANDREW'S CHURCH.

maintain a source of supply, both of which objects it is accomplishing. The London Hunt was organized in 1885, mainly as a means of furnishing outdoor sport in which ladies and gentlemen could join, and to encourage equestrianism. Kennels were established at "Glenmore," on a side road in the township of London, but afterwards removed to more capacious quarters on the Proof Line Road, the name "Glenmore" being retained. During its existence many horses that have achieved continental fame as record-breakers in high jumping have been trained at Glenmore. Mr. George Burns acted as Secretary of the Hunt for the first ten years of its existence, having recently retired. The following are the present officers: Master, A. Beck; president, Major A. M. Smith; first vice-president, T. H. Smallman; second vice-president, G. C. Gibbons; treasurer, Dr. J. S. Niven; secretary, Jno. B. Kilgour; executive committee, Col. F. B. Leys, Col. Dawson, J. C. Duffield, H. R. Abbott, Col. W. M. Gartshore, W. T. Strong, A. H. Beddome, Ormsby Graydon, A. B. Patterson, Jno. I. A. Hunt.

R. M. BUCKE, M.D., Superintendent Insane Asylum.

As an incident of the early hunting days, it is related that in 1844 the pupils at the old Grammar School witnessed some hunters with their dogs who had treed a bear on the flats below the school. The bear came down, smashed the dogs and took refuge in the river near the court house. The village people were excited, and turned out *en masse* with their muskets and firearms. Mr. Kerr (of the post office) and Mr. E. W. Harris took an old dug-out boat and made for the animal. It was finally killed and the carcass towed down the river. A dispute ensued as to who owned the bear, when the custom of the country prevailed, and it was given to the hunters who pursued and remained with it to a finish.

DR. C. A. SIPPI, Bursar Insane Asylum.

The first record of athletic sports in London appears in 1853, when it appears there were in existence flourishing cricket, base-ball and racket clubs. The two former have survived, but racket is a thing of the past, giving place to golf, lawn tennis and bowling. The old racket court stood on the south side of York street, west of the Tecumseh House. On the death of the racket club the building was removed to the corner of Richmond and York streets, and, being brick-veneered, became the Holman Opera House. It gave place to wholesale storehouses on the building of the present Grand Opera House, in 1880.

ASYLUM FOR THE INSANE, LONDON.

In baseball London has always taken a high rank with its amateur players, and in the days of professionalism excitement used to run to great heights. London's team became the international champions, and so advertised the city far and near. The love of the game still lingers, and Tecumseh Park is an excellent field for the game. On the park there is also a bicycle track, and the wheelmen of the city are to be counted by hundreds. The use of the wheel, however, has ceased to be solely a means of recreation, and it now plays an important part in locomotion for business purposes. The manufacture of motorcycles has been arranged for in London, and this promises to develop into an important industry, and add to the commercial importance of London, when these vehicles become in demand.

As showing the vast strides made by London in coming out of the wilderness, it is worthy of note that in 1866 there arose a hardship from the scarcity of firewood, which went up to eight dollars per cord, with consequent suffering to many. The Great Western Railway came to the rescue and secured a supply from Bothwell, which greatly reduced the price. For this action the late Charles Hunt and Thomas Swinyard, directors of the road, received the formal thanks of the Corporation. In 1870 there was another fuel famine, which the Port Stanley Railway relieved by hauling in wood and selling it at cost. Since then coal has come into almost universal use.

London enjoys preëminence of all Canadian cities in the number and strength of its various fraternal and beneficial societies. Masonry stands at the head in point of antiquity, the first record of its appearance in the district being in 1829. The lodges in these days were peripatetic, one reason being that the charters were held by British regiments, and another the fact that there were probably not enough Masons at any point to constitute a lodge. The first meeting was held at what is now Siddallsville or Carlisle. The following year, 1830, a Masonic communication was held at "the village of the forks." It was eleven years after, in 1841, that the first lodge, No. 209a, was organized in London. Masonic funerals have since been frequent in the city, but the one which excited the most comment was that of P. J. Dunn, in 1865. The deceased brother was a Roman Catholic, but had apparently died outside the pale of the Church and was refused burial by the ecclesiastical authorities. The Masons took the matter up, and the funeral was also made a military one, the deceased having been an officer in the volunteers. The funeral was noteworthy from the circumstances attending it rather than from the prominence of the deceased, who had been the manager of the refreshment rooms at the Great Western Station. Masonry has always been on the ascendant scale, though there were times when dissensions arose in the order. These, however, belong to the history of Masonry, and are here only incidentally referred to, with no intention of reviving matters long since lost sight of. For purposes of record there is appended a list of the Deputy Grand Masters who have held office in the London District since 1855, as far back as the register goes:

MASONIC DEPUTY GRAND MASTERS FOR LONDON DISTRICT.

Prior to 1856 the Masonic District had been known as the "Western." It was then changed to "London."

1855	W. C. Stephens	1876	Jas. Sutton
1856	James Daniell	1877	J. M. Banghart
1857	Thompson Wilson	1878	J. Cascaden
1858	James Moffat	1879	R. B. Hungerford
1859	Thompson Wilson	1880	Robt. McKay
1860	F. W. Thomas	1881	Wm. Milner
1861	Geo. Masson	1882	L. G. Jarvis
1862	Geo. Masson	1883	H. G. Lindsay
1863	Geo. Masson	1884	W. G. Lumley
1864	C. J. S. Askin	1885	John Simpson
1865	C. J. S. Askin	1886	Luke Slater
1866	Francis Westlake	1887	C. N. Spencer
1867	Francis Westlake	1888	John Boyd
1868	John E. Brooke	1889	W. B. Doherty
1869	John E. Brooke	1890	A. B. Munson
1870	Geo. Billington	1891	Thos. E. Robson
1871	Geo. Billington	1892	Alex. Hess
1872	Francis Westlake	1893	P. W. D. Broderick
1873	D. B. Burtch	1894	A. R. Rowat / A. E. Cooper
1874	W. D. McGloghlon	1895	W. W. Rutherford
1875	W. D. McGloghlon / Jas. Sutton	1896	W. G. McMillen

In 1854 Oddfellowship gained its first foothold in London, and in that year Eureka Lodge was organized. Oddfellowship has ever since been a flourishing institution, and the members are now numbered by the hundreds, if not thousands. It may be said of both the Masons and Oddfellows that they have left their impress upon the architecture of the city, as the fine buildings erected by the respective orders attest. They are both noble specimens of architecture. In addition to these two ancient orders, there is scarcely a known beneficial society that is not represented in London, and one of them, the Knights of the Maccabees, was organized here

by W. D. McGloghlon, who was the author of the ritual. The English, Irish and Scotch have also each their national society.

Speaking of nationality, it may be recorded that the first Chinaman settled in London in 1878. He did not remain long, but others soon followed, and there have been more or less of them ever since.

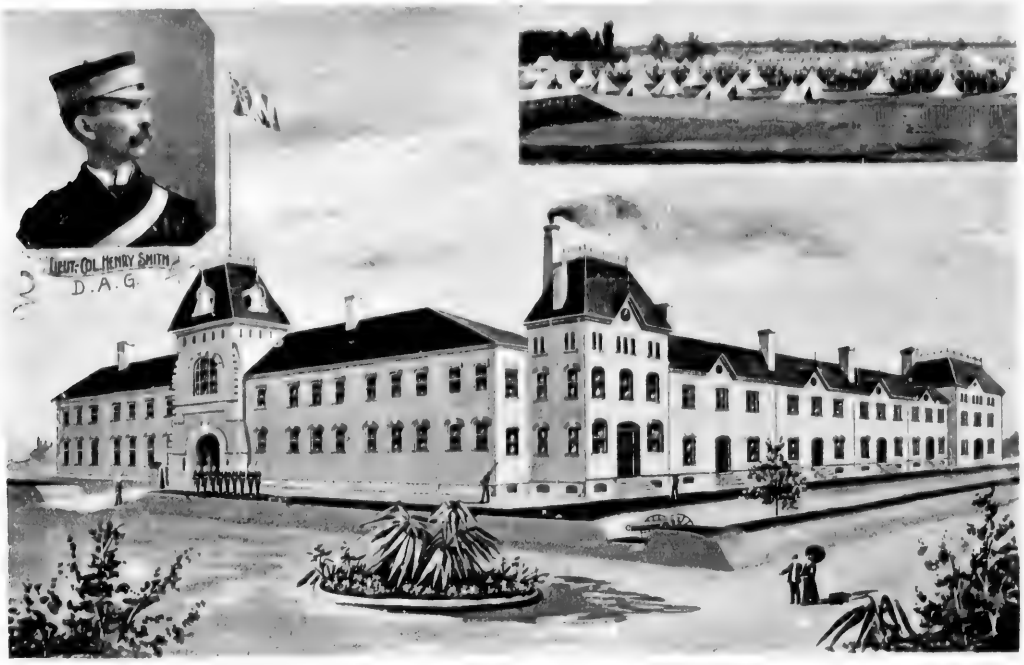
The first birth in London, already spoken of, is well authenticated by tradition. There is no record or trace of either the first marriage or first death. The first marriage in the neighborhood of which definite account can be found was that of Thomas Carling and Ann Routledge, the parents of Sir John Carling, which took place in 1820, in the township of London. The legal preliminary notice required was written and tacked to a tree, and, in the absence of ministers, the ceremony was performed by two magistrates, Col. Burwell and Squire Springer. The tree to which the notice was attached stood on the roadside opposite the present summer residence of Mr. D. S. Perrin, on the banks of the Medway. Here a man named Getty kept a store, and it was the most public place in the township in those days. This may be a fitting place in which to state that the "oldest inhabitant" of London—that is, the one who has resided longest in the city—is Mr. W. McCormick, the next being his brother, Mr. Andrew McCormick. The oldest native-born resident is Mr. Verschoyle Cronyn.

HEADS OF THE CORPORATIONS.

Village Presidents.	*Village Clerks.*
1840—Geo. J. Goodhue	No authentic record, but probably John Hughes.
1841—James Givens	
1842—Edward Matthews	
1843—Edward Matthews	W. K. Cornish
1844—James Farley	Geo. Railton
1845—John Balkwill	Thos. Scatcherd
1846—T. W. Shepherd	Thos. Scatcherd
1847—Hiram D. Lee	Henry Hamilton

Town Mayors.	*Town Clerks.*
1848—Simeon Morrill	Alf. Carter, Chas. Hutchinson, James Farley
1849—Thos. C. Dixon	
1850—Simeon Morrill	John Doyle
1851—Simeon Morrill	John Doyle
1852—Edward Adams	John Doyle
1853—Edward Adams	John Doyle
1854—Marcus Holmes	John Doyle

City Mayors.	*City Clerks.*
1855—Murray Anderson	John Doyle
1856—Wm. Barker	John Doyle
1857—Elijah Leonard	John Doyle
1858—David Glass	John Doyle
1859—Wm. McBride	A. S. Abbott



WOLSELEY BARRACKS — MILITARY SCHOOL.

VIEW, LOOKING SOUTH-WEST FROM COURT HOUSE, 1844.

Showing Westminster Bridge, Toll Gate, Judge Wilson's and Judge Givens' Residences.

FOR 1807 VIEW, SEE BELOW.

YORK STREET (WESTMINSTER) BRIDGE, 1897.

City Mayors.	*City Clerks.*
1860—Jas. Moffat	A. S. Abbott
1861—F. E. Cornish	A. S. Abbott
1862—F. E. Cornish	A. S. Abbott
1863—F. E. Cornish	A. S. Abbott
1864—F. E. Cornish	A. S. Abbott
1865—David Glass	A. S. Abbott
1866—David Glass	A. S. Abbott
1867—W. S. Smith	A. S. Abbott
1868—W. S. Smith	A. S. Abbott
1869—John Christie (resigned)	A. S. Abbott
1869—S. H. Graydon	A. S. Abbott
1870—S. H. Graydon	A. S. Abbott
1871—J. M. Cousins	A. S. Abbott
1872—John Campbell	A. S. Abbott
1873—Andrew McCormick	A. S. Abbott
1874—B. Cronyn	A. S. Abbott
1875—B. Cronyn	A. S. Abbott
1876—D. C. Macdonald	A. S. Abbott
1877—Robert Pritchard	A. S. Abbott
1878—Robert Lewis	A. S. Abbott
1879—Robert Lewis	A. S. Abbott
1880—John Campbell	A. S. Abbott
1881—John Campbell	A. S. Abbott
1882—Ed. Meredith	A. S. Abbott
1883—Ed. Meredith	A. S. Abbott
1884—C. S. Hyman	A. S. Abbott
1885—Henry Becher	A. S. Abbott
1886—T. D. Hodgens	A. S. Abbott
1887—Jas. Cowan	A. S. Abbott
1888—Jas. Cowan	A. S. Abbott
1889—George Taylor	A. S. Abbott
1890—George Taylor	C. A. Kingston
1891—George Taylor	C. A. Kingston
1892—W. M. Spencer	C. A. Kingston
1893—E. T. Essery	C. A. Kingston
1894—E. T. Essery	C. A. Kingston
1895—J. W. Little	C. A. Kingston
1896—J. W. Little	C. A. Kingston
1897—J. W. Little	C. A. Kingston

Municipal Treasurers.

1840-52	W. W. Street John Harris	1852-82	John Brown
		1882-97	John Pope

LONDON SOUTH, VIEW FROM FIRE HALL.

Municipal Solicitors.

1845-49	John Wilson	1890-94	W. R. Meredith T. G. Meredith
1849-55	H. C. R. Becher		
1855-76	Thomas Scatcherd	1894-97	T. G. Meredith
1876-90	W. R. Meredith		

Engineers.

1850-55	Capt. Caddy	1879-91	T. H. Tracey
1855-59	Samuel Peters	1891-97	A. O. Graydon
1859-79	Wm. Robinson		

Tax Collectors.

The office of tax collector seems to have been a temporary one prior to the incorporation of the city. Among the incumbents of the office up to 1855 were John O'Neil, John McDowell, John Brown and A. S. Abbott. After that date the record is:

*During these years the mayors were elected by the aldermen from among their own number. In other years the people voted direct for the head of the corporation.

1855-56—A. S. Abbott
Alex. Johnston
1857-58—Alex. Johnston
Wm. Oakley
1859-68—Thos. Fraser
John Blair
1869— John Blair
Wade Owen
1870-80—John Blair
James Taylor
1880-82—James Taylor
Daniel Lester
1883-93—Daniel Lester
J. K. Clare
1894-96—Daniel Lester
Alf. McCoubrey
1897 - Geo. S. Hayes

City Auditors.

1855-56—John F. J. Harris
Benj. Shaw
1857— E. S. Collett
Nicholas Wilson
1858-59—E. S. Collett
A. G. Smyth
1860-63—E. S. Collett
Benj. Shaw
1864 - E. S. Collett
Charles Murray
1865-66—A. G. Smyth
Charles Murray
1867 - A. G. Smyth
John Geary
1868-70—A. G. Smyth
T. R. Westcott
1871 A. G. Smyth
C. D. Shaw
1872 - A. G. Smyth
Alex. Davidson
1873 A. G. Smyth
W. F. Bullen
1874— J. J. Dyas
C. F. Complin
1875— A. G. Smyth
W. D. Riddell
1876-79—A. G. Smyth
B. Schram
1880-81—A. G. Smyth
John Smith
1882-83—Geo. F. Jewell
R. D. Miller
1884-97 -Geo. F. Jewell
Andrew Dale

Police Magistrates.

1855-63- The Mayor *ex-officio*
1864-82 -Lawrence Lawrason
1882-97 E. J. Parke

Chiefs of Police.

Prior to incorporation as a city the chief peace officer had various appellations. He was at times warden, high constable, inspector and high bailiff. In ante-city days those holding the office were John Jennings, Wm. Robb, Michael McGarry, Philo Bennett, Wm. Reilly and Peter McCann. Thenceforward the record is:

1855-58 Samuel Ayers
1858-60—Thael Van Valkenburg
1860-62 Brock Stevens
1863 (partial) —W. Baskerville
1863-77 Richard Wigmore
1877-97 W. T. T. Williams

Police Court Clerks.

1855-82 -The City Clerk *ex-officio*
1882-88 Richard Wigmore
1888-93 J. M. Keary
1893-97 John Moule

Chiefs of Fire Department.

1873-80 Thomas Wastie
1880-97—John A. Roe

City Registrar.

1858-97—W. C. L. Gill

RIVER VIEW NEAR WATERWORKS.

CHAPTER II.

LONDON SCHOOLS AND CHURCHES.

"In every village, marked with little spire,
Embower'd in trees, and hardly known to fame,
There dwells, in lonely shed and mean attire,
A matron old, whom we schoolmistress name."
Shenstone: "The Schoolmistress."

" —— the Christian hopes sublime
Transcend the bounds of fate and time."
Sir Walter Scott: "Rokeby."

LONDON'S first schoolhouse was an attic in the jail, where, for a few pence, Stephen Van Every taught the children of the day their "a, b, abs," and it may readily be imagined that the furnishings were of the crudest. Nor was its successor of four years later, taught in 1831 by Miss Stinson, noteworthy for its luxuriousness. There were no patent systems of ventilation, but plenty of it. The building was a one-story structure built mainly of logs. The flooring and the interstices between the logs were of terra cotta. That has a sound of luxury, but it really only means hard clay. Opposite the door there was a wide fireplace, and midway between the hearth and the ceiling a branch of a tree sprang from the wall. It had grown curvilinear, and by dint of chopping had acquired a degree of symmetry. The space between the curved limb and the wall had been filled in with — well, terra cotta, and thus served as a mantelpiece. On one side of the room was a desk, which the pupils occupied in turn during their writing exercises. Some small forms and a chair for the mistress completed the furnishings. Such was the beginning of the educational system which we enjoy in London to-day, and a few years later, in 1840, the forerunner of our Public Library was seen in a newsroom kept by John Norval, "over Garrison's store," where the casual visitor might drop in and devour all the current literature of the day, at the rate of a York sixpence (6¼ cents) per visit. Prior to this, however, other private schools had been established, and several had lived — and most of them died — before, in 1842, Rev. Benj. Cronyn was appointed Superintendent of Education for the town of London and was ordered to district the town for school purposes. He simplified his work by constituting each ward a school district. The total amount of the school taxes at that period did not exceed five hundred dollars, but the disputations and wrangles over the spending of this sum were as great as now when the total expenditure for salaries alone equals that sum multiplied by one hundred and fifty. The "ward schools" were soon

found to be inadequate, and a demand for "higher education" sprung up in 1848 that resulted in the building of the now defunct "Union School" the following year. The school board at that time consisted of Right Rev. Benj. Cronyn, chairman; J. Skinner, W. Elliot, G. McLatchey and W. Livingstone, with Rev. W. F. Clarke as secretary. The first staff of teachers in this school consisted of J. B. Boyle, principal; N. Wilson, J. C. Brown, Wm. Irwin, E. J. Craig, J. Taaffe, Jas. McLearen, Mrs. Hopkins, Misses Bethel, Corrigan, Sharpe, Lester and Robertson. The scholarship this year (1849) numbered 1,800. Subsequent principals during the period that London remained a town were Nicholas Wilson, Robert Wilson and Hamilton Hunter; Mr. Boyle again becoming the principal on the town merging into a city in 1855. He held the office till he was appointed Inspector of the city schools, and "died with harness on his back," being found dead at his desk in the schoolhouse in 1891. Mr. Carson succeeded Mr. Boyle as Inspector, and still holds the office. With the development of the Collegiate Institute the Union School was believed by many to have outlived its usefulness, and in 1890 it was razed and the site cut up into building lots. Many successful business and professional men of to-day, in London and elsewhere, were graduated from the "old Union School," but it had its day, and sentimentalists may heave a sigh over the fact that the capstone of the old seat of learning now does duty as a horse-block within gunshot of its former proud position. In 1897 Mr. Nicholas Wilson completed a fifty-year term of pedagogy in London, and the unique event was celebrated by the presentation to him of a complimentary address and $1,000 in gold, as a souvenir from his ex-pupils in all parts of the world. As a reminiscence, it is worthy of note that the last log house to remain standing in London was on the lot now occupied by the Simcoe Street graded school. The growth of school accommodation in London proceeded *pari passu* with that of the school population, and to-day there is no

STREET PARADE OF SCHOOL CHILDREN—HOISTING THE FLAG—DOMINION DAY.

city in the Dominion better provided. The various Public School buildings, with their sites, are valued at a quarter of a million dollars, the furniture and apparatus are worth thirty thousand dollars, while the salaries paid the officers, teachers, and janitors aggregate seventy-five thousand dollars per annum. There are ninety-five public school teachers, eight transition teachers, eleven kindergarten directors, with an equal number of paid assistants, and a music master, the whole staff, including the Inspector, making a total of one hundred and twenty-seven. The number of pupils on the roll is 5,325, with an average daily attendance of 4,636. The Collegiate Institute, building and site, is valued at $75,000; the salaries of teachers, janitors, etc., entail an annual expenditure of $20,000, while the value of the apparatus, library, etc., is placed at $4,000. The number of pupils on the roll is 693, and the average daily attendance 633. The larger percentage of attendance at the Institute — which was founded in 1877 — is readily explained by the fact that those who go do so solely for the advantages to be gained, and includes none who are compulsorily pupils. This institution has reached a high state of excellence under Principal Merchant. Among the people of London there is a difference of opinion as to the Collegiate Institute — not as to its merits as a seat of learning, but as to whether it should be free or self-sustaining by means of fees. The question in its baldness is, merely, How far should the state go in providing free education? Thus it is not a matter of principle — only of degree. It is proper that the point should be stated, but it is not to be decided, not even debated, here. Mr. A. S. Abbott acted as secretary of the School Board from the time of his appointment as city clerk till 1893, when he was succeeded by the present incumbent, Mr. R. M. McElheran. In addition to the Public Schools, there are four Separate Schools, under the direction of the Roman Catholic authorities. These fit pupils for the Collegiate Institute course.

It is worthy of record that the first kindergarten school west of Toronto was established in what is now Ward 6 of the city of London. It was then, however, still a rural school section, and the school was the pioneer kindergarten in rural sections. The trustees at that time were Mr. J. S. Dewar, afterwards chairman of the city Board of Education; Mr. R. M. McElheran, at present secretary of the Board of Education, and Mr. Frank Harding. There was considerable opposition in the section to the establishment of the school, and the inner history of the whole affair would afford entertaining reading matter. But that is another story, and may be told at some future time.

There is also a boarding and day school for girls at the convent of the Sacred Heart. It is open to all denominations, but does not come within the category of free schools. This applies to several other schools, colleges and academies, which are based on proprietary or commercial considerations.

Huron College is a theological institution in connection with the Episcopal Church. It was founded in 1863, and is now in affiliation with the Western University, which was established in 1878, and by its charter is empowered to grant degrees in arts, divinity and medicine. The Medical College was founded in 1881, and seven years later the school at the corner of York and Waterloo streets was erected. The London Law School is in its infancy, but the arts department of the Western University, which was formally opened in 1895, will be an aid to those who intend taking up the study of the law. In the Western University there were registered for 1895 sixty students in arts, ninety in medicine and twenty-five in theology.

Speaking of the earlier educational institutions of London, the old Grammar School, for years under the charge of Rev. Benj. Bayly, should not be omitted. From its halls were turned out matriculants who have since achieved high place — not alone locally, but in the eye of the country. Professional and commercial men who have risen to the top — jurists who ornament the bench — men in every walk of life — recall with affection their alma mater, the old Grammar School.

A pretty ceremony has of late years been introduced in connection with the celebration of Confederation Day, 1st July. It is known as "The Hoisting of the Flag," and consists of the school children assembling on the park, and there, after some simple ceremonies, the halyards are grasped by the scholars and the Union Jack is, amid the cheers of the multitude, run up to the peak of the staff. There is something more than sentimentality in this, though that of itself is not a thing to be sneered at. The children are taught that patriotism is not a mere abstraction. They learn to love the flag — not the piece of bunting. That is nothing save for what it typifies. Children are taught that under the protection of that flag no nation on earth dares do them injustice. The whole resources of the most powerful empire in the world are behind that flag and will be called forth at a minute's

notice to redress any wrong done to the humblest subject who owes allegiance to the grand old Union Jack. On sea or on land, in lonely forest or teeming city, a Briton must have a fair trial and even justice, or Britain's cannons and Britain's swords, backed by the finest strains of British blood and all of Britain's treasure, will know the reason why. That is why we love the flag and why the children are taught its glories. The mean and powerful, rich and poor, all stand on equal ground when they invoke the protection of the flag which girdles the earth and proclaims all beneath it as free men. We have our distinctive national societies. The Sons of St. George, St. Patrick and St. Andrew all foregather at their respective campfires, but at the rallying cry the Celt and the Gael, the Saxon and the Norman, all cluster under the old flag and sustain it shoulder to shoulder.*

The Western School of Art, which is under Government auspices, was opened in 1877, and has proven a great aid and incentive to the study and practice of art. Mr. J. H. Griffith, who has been connected with the school since the opening, is in charge. Many talented artists have been graduated, and the school is doing a good work.

OLD GRAMMAR SCHOOL, KING STREET.

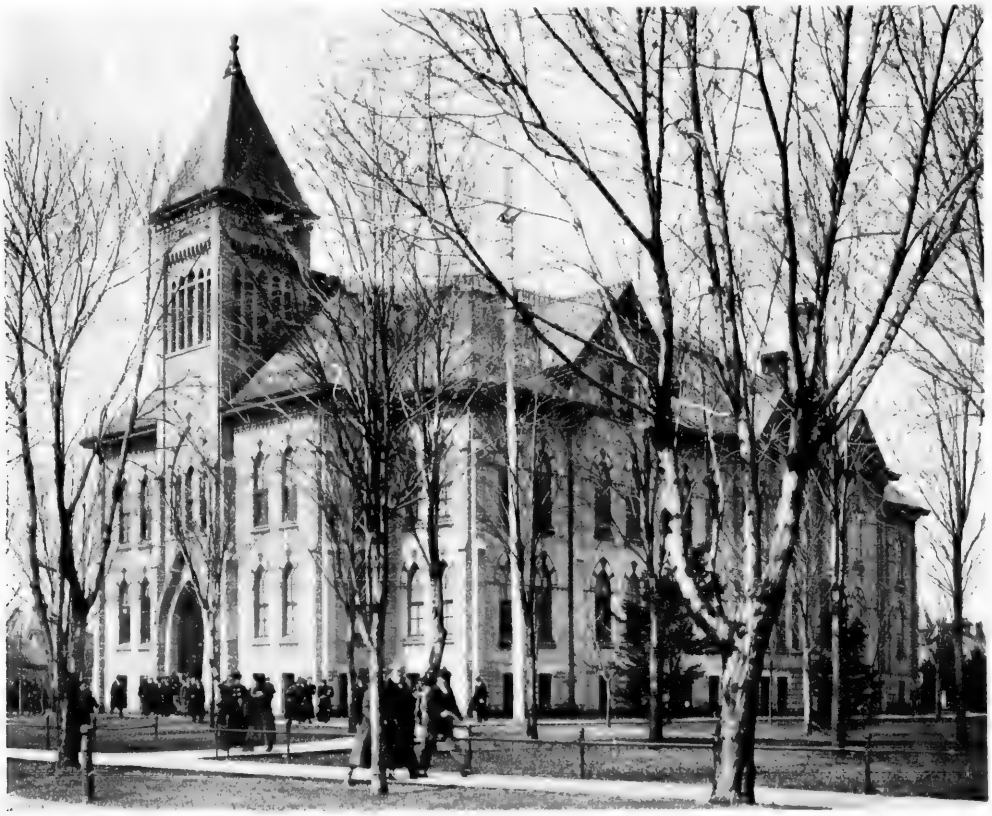
It may be rather farfetched to go back to village days to find the germ of the Public Library of the present day. Reference has been made to a reading room that existed in 1840. In the following year the Mechanics' Institute was established, with the following officers: Elijah Leonard, president; Henry Dalton, 1st vice-president; Simeon Morrill, 2nd vice-president; E. P. Ellis, treasurer; James Dall, recording secretary; John F. J. Harris, corresponding secretary; Wm. McBride, librarian. The Institute was not incorporated till eleven years later (in 1852), when it had its quarters in a building on the court-house square. This was afterwards removed to Talbot street, where it stood for several years—in fact, the rear portion is still standing. It is used now as a factory, and faces Queen's avenue. The Institute maintained a nominal existence, with occasional spurts of vitality, for about twenty years, when in 1870 a fresh lease of life was taken, under the following officers: President, F. Westlake; 1st vice-president, R. Lewis; 2nd vice-president, T. F. McMullen; corresponding secretary, H. A. Baxter; recording secretary, M. D. Dawson; treasurer, Adam Begg; managers, Isaac Waterman, T. Brown, J. R. Peel, A. J. G. Henderson, W. Skinner, H. I. Brown, S. McBride, J. Siddons, James Smith, R. Reid, Wm. Noble and George Anderson. The old library, containing fifteen hundred volumes, was reopened and additions made. The Institute so flourished for a time that a new site and more pretentious building were decided upon. As a result the cornerstone of the structure on Dundas street now occupied as Conservative Club rooms was laid in 1876, the officers of the Institute being then as follows: President, Col. Walker; 1st vice-president, T. H. Tracey; 2nd vice-president, Thomas Green; recording secretary, J. O'Con-

*Let me here quote a few sentences culled from a notable paper written by General Harrison, till recently the only living ex-President of the United States: "There is a love in English hearts, and a respect in all hearts, for the good and venerable woman who for so long has been Queen of England, born of her personal virtues; but she is loved by Englishmen more for what she personifies—the government and the glory of England. She is always for the State, never for a party—party management is left to the Ministry. * * * Patriotism should be cultivated—should, in every home, be communicated to the children, not casually, but by plan and of forethought. For too long our children got it as they did the measles—caught it. * * * In the home, and before the school days come, the feelings should be kindled and sentiment awakened. Do not be ashamed to love the flag or to confess your love of it. Make much of it—tell its history—sing of it. It now floats over our schools, and it ought to hang from the windows of all our homes on all public days. Every man should uncover when the flag is borne by in the parade, and every one should rise when a national air is given at a concert or public meeting."

nor; corresponding secretary, Alf. Robinson; treasurer, W. W. Fitzgerald; directors, R. Lewis, Alex. Harvey, B. W. Greer, S. Mummery, A. J. G. Henderson, W. Fairbairn, Dr. J. R. Flock, J. Moses, W. Lewis and W. J. Smart. The Mercantile Library Association was organized in 1852, but does not appear to have lived long into the sixth decade of the century. Among those whose names have been preserved as leading spirits in it were David Glass, Henry Long, L. Lawrason, Chas. Ramsay, M. W. Cummings, Joseph Atkinson, C. D. Holmes, J. C. Brown, G. Gordon, Jr., James Egan and Charles Crookall. The establishment of the Public Library did away with any necessity that ever existed for the Mechanics' Institute, and the latter was merged in the former in 1894, the Library being opened to the public the following year, with R. J. Blackwell as librarian and Misses Gray and McLaughlin assistants. The Board of Directors at the opening was made up of R. Reid, chairman; H. Macklin, T. W. Keene, Joseph Marks, E. R. Cameron, J. Egan, H. R. Dignan and Talbot Macbeth, the latter having replaced Geo. A. Burrell on the original Board. The Library building is one of the few public structures that was built within the first estimate.

F. W. MERCHANT, M.A.,
Principal Collegiate Institute.

The Church—using that term in its broadest sense to include all denominations—is a decided factor in education. How far it should be so, if at all, is kept an open question here.



THE LONDON COLLEGIATE INSTITUTE.

OLD UNION SCHOOL.

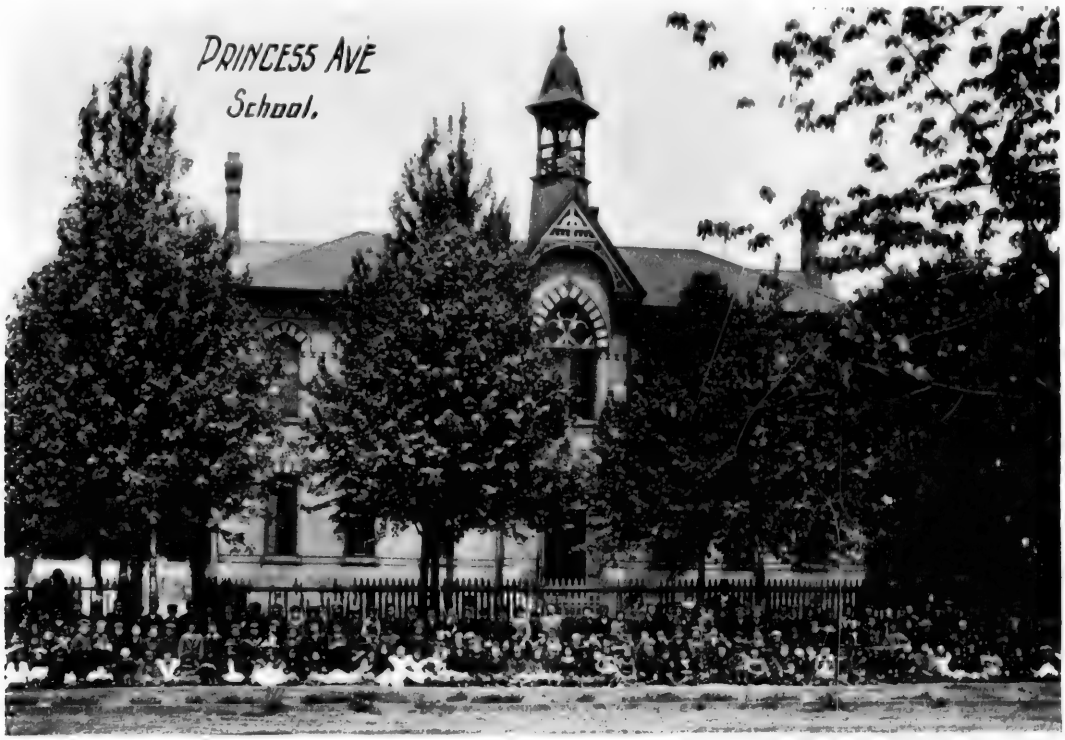
MODEL SCHOOL—SIMCOE STREET.

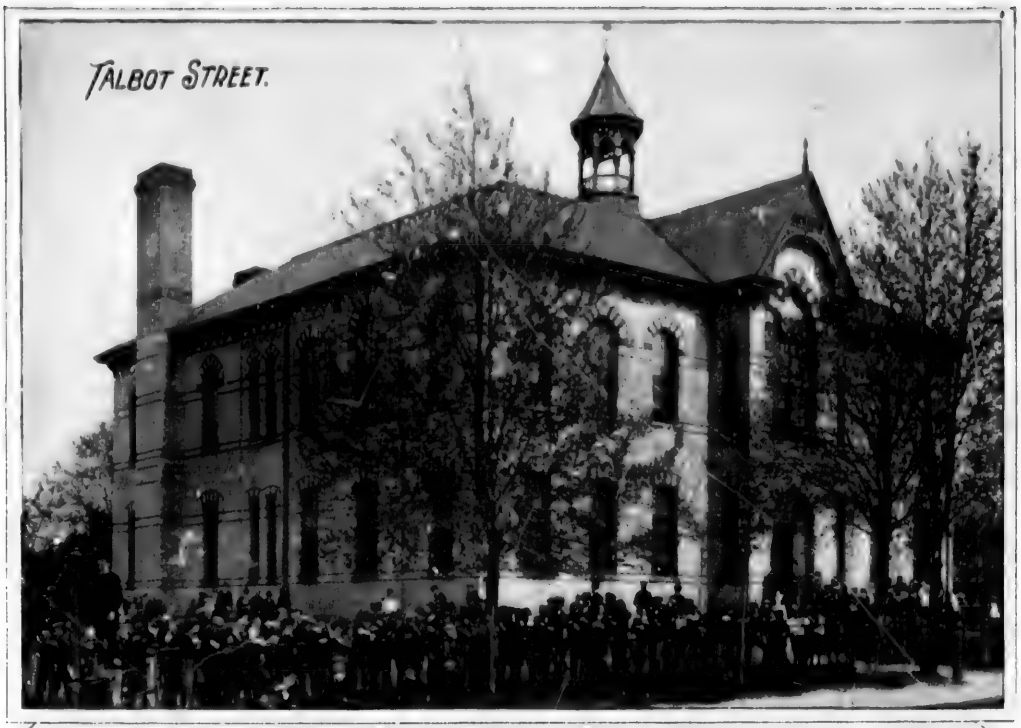
That it is so is the fact, and therefore it is fitting to couple in one chapter the schools and the churches. It is, moreover, a typographical convenience and a coherent arrangement of subjects—not an expression of opinion as to the degree of affinity that should exist between the two.

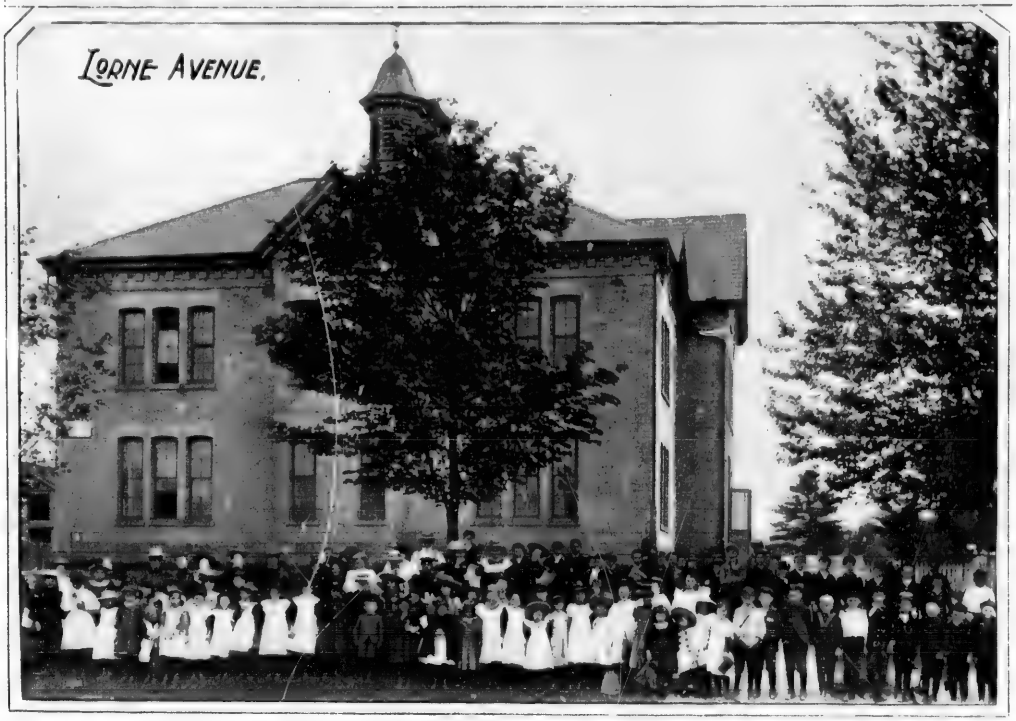
London's church history began early in 1830, but there is no clear record as to when the first house of worship was erected in the place. In 1833 a church was built by the Methodist body, on the west side of Ridout street, north of Carling. The structure was of the material known as "roughcast." London at that time was merely a preaching station, and had therefore no settled pastor, but the names of Rev. Messrs. Stoney and Newberry have been preserved as among the pioneer preachers. Six years later the congregation had grown so that a more commodious place of worship was needed, and a site was selected at the south-east corner of King and Talbot streets, where a frame building was erected. It is recorded that the first piece of ornamental plastering done in London was in connection with this building, Henry Roots being the workman. This church was only used for a couple of years, and in 1841 a third one was erected on the east side of Richmond street, south of Dundas. It was continued in use for ten years, and was then devoted to commercial purposes; being burned in 1870. Early in the fifties the division in the Methodist body occurred, and the historic "North Street Church" came into existence, under the pastorate of Rev. Wm. Pollard, he having succeeded Rev. Dr. Evans. The lot was purchased from Anthony Pegler for £700. As this is being written a block of residences

R. M. GRAHAM,
Principal Model School.

is being erected thereon. After the fire it was purchased from the trustees by Mr. Kingsmill, the present proprietor. The board of trustees at the first consisted of William Glass, George Tyas, John Elson, S. Peters, S. McBride and S. Screnton. The contract was let the following year, and in 1854 the church was dedicated. It is noteworthy that in all this time there have been but two board secretaries. Wm. McBride held the office till 1874, and A. B. Powell ever since that date. In 1873 an addition known as Wesley Hall was built, and in 1880 great improvements were made, including the erection of an organ at a cost of $9,000. The church pursued its prosperous course till early in 1895, when it was destroyed by fire, as was also in a few days afterwards the Dundas Street Centre Methodist Church. The latter congregation resolved to rebuild on the old site, but the former removed to the corner of Dufferin avenue and Wellington street. Both of the new edifices are on a grander scale than their predecessors, and are as fine specimens of architecture as may be found in the Province. It is a circumstance worthy of record that Mr. S. McBride, who placed in position the weather vane on the spire of the first church in 1854, performed the same service on the new church in 1896 forty-two years afterwards. The old North Street Church has frequently been called the parent church of London, and it lived long enough to see a numerous and successful progeny spring up around it. At the time of its erection the old church was computed to hold more people than any other building in London. For this reason it was selected in 1865 as the place for holding memorial services on the occasion of the assassination of President Lincoln. G. W. Monerieff delivered the oration of the day, the church being vested in "the trappings and suits of woe," city bells were tolled, stores closed, and the occasion one of universal sorrow, though the town was full of secession sympathizers. But this was merely an incident in, not a part of, the church's history. Space does not permit a tracing in detail, but it will awaken pleasant recollections for the older readers to

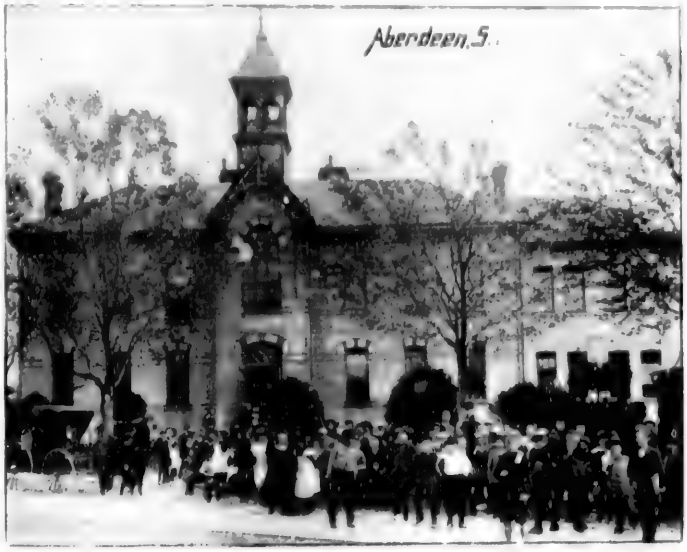


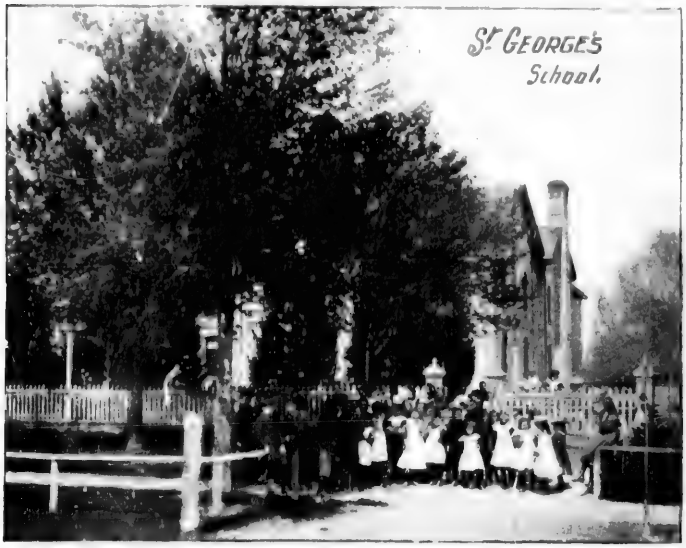

TALBOT STREET.


LORNE AVENUE.

recall the names of some of the pastors of the pioneer church in London. We find in the list those of Carroll, Evans, Pollard, Wilkinson, Douse, Cooney, Sanderson, Jones, Potts, Bishop, Hunter, Elliott, Briggs, Jeffers, Hannon, Graham, Philp, Gaetz, Treleaven, Sutherland, Scott, Boyd, Annis, Daniels, and many others whose names are everywhere familiar in Canadian Methodist history.

It is sufficient to say that the progress of Methodism has been not only rapid but substantial, and that there are to-day within the corporate limits no less than seven churches, all of a high order architecturally and attesting in solid brick and stone the prosperity of the Methodist body. These are: The First Methodist (rebuilt Queen's Avenue, or old North Street), Dundas Centre (corner Dundas and Maitland), The Centennial (Dundas Street east), Wellington Street (corner Wellington and Grey), Colborne Street (corner Colborne and Piccadilly), King Street (between Clarence and Wellington), and London South (corner Askin and Teresa). There are also several missions, yet to grow into churches, in various parts of the city; and a colored congregation of Methodist Episcopalians, who have a fine brick church on Grey street, east of Colborne. It dates back to the early days of 1860, when the church was on Thames street, between Bathurst and Horton. Apropos of this, it may be mentioned that a convention of colored refugees from slavery was held at London in April, 1853, those present being mainly residents of the place and of the Wilberforce settlement near Lucan. This had been established by the Quakers as a refuge for runaway slaves. The last survivor, Mrs. Bell, died in 1878, over one hundred years of age. The colored population of London at the time of the convention numbered 276, and they owned real estate assessed at $13,504—a considerably higher average than for the white men of the period. In the September previous an anti-slavery society had been started, when Rev. S. R. Ward, a colored man, visited London and preached in the Methodist New Connexion Church. The officers of the society were: President, Rev. Wm. McClure; secretary-treasurer, Rev. R. Boyd; directors,





Revs. John Scott and W. F. Clarke, Drs. Salter and Wanless, and Messrs. John Fraser, Wm. Rowland and A. B. Jones. The "Fugitive Chapel" (still standing as a dwelling house on Thames street) was erected, and London became one of the terminii of what was known in slavery days as the "Underground Railway." Incidentally, it may be mentioned that in the summer of 1858 John Brown, the apostle of abolition, visited London, and passed his time here and in Chatham while drafting the Constitution of his proposed Provisional Government of the United States. He received warning that his whereabouts was known and returned to Kansas. His uprising at Harper's Ferry and subsequent death on the scaffold are matters of history. Several of his relatives still reside here.

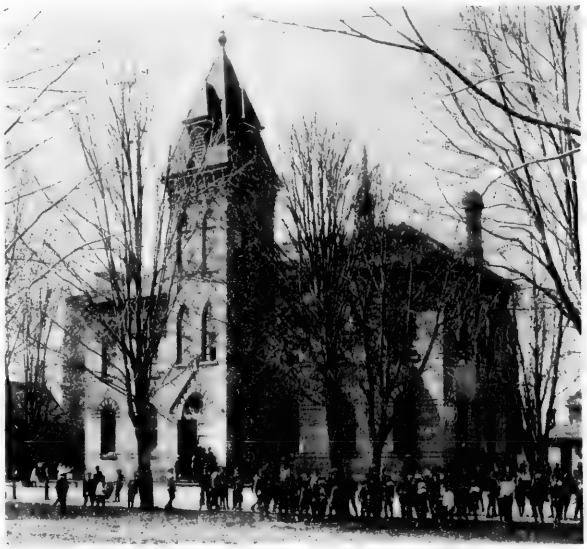
Anglican traditions antedate those of Methodism, going back to 1827, but it was two years later before a clergyman was placed regularly on the district, which was called "St. Paul's." He was the Rev. E. N. Boswell, and remained about three years, being succeeded in 1832 by Rev. Benj. Cronyn, who came hither from Ireland. There was no regular place of worship, however, and services were conducted in the old Grammar School, on the court-house square. The first St. Paul's Church, a frame structure, was erected in 1834 on the corner where the Customs House now stands. It was destroyed by fire, after ten years of service, on Ash Wednesday, 1844, and on Ash Wednesday, 1846, its successor was dedicated to public worship. This building was also of frame, and is still standing. It is on the old Kent estate, in London Lane, and has for years been used for residential purposes. Among the leading members of the congregation at that time were Judge H. Allen, H. G. Allen, J. B. Allen, J. B. Askin, H. C. R. Becher, H. Chisholm, John Givens, G. J. Goodhue, L. Lawrason, C. Monsarrat, W. Horton, John Harris, W. W. Street, Freeman Talbot, John Wilson and C. S. Gzowski. The pioneer, L. Lawrason, had died, however, before this date, and his grave, with that of his wife, are two of the half dozen or so now remaining in St. Paul's yard. The tombstones give the date of death as 1830. When it was decided that the frame building should be replaced by a brick edifice, the bricks required were made from clay dug on the premises and burned on the site of the church. The town council of a subsequent date refused to permit a brickyard to be established on "North street, adjoining the churchyard." For what reason is not stated, nor is there anything to show whether reference was made to St. Paul's churchyard or to the cemetery which then was located at the western end of North street, overlooking the river. The cornerstone of the new edifice was laid in June, 1844, by Bishop Strachan; the only Masonic lodge in the place, St. John's Lodge, 209 (now 209a), taking part in the ceremonies. Soon after the erection of the church a chime of bells, the first in Western Canada, was added, and still remains. Within the past few years St. Paul's has been greatly improved and now ranks as one of the finest ecclesiastical structures in the Dominion. The

old Chapter House on Piccadilly street being disposed of, it was determined to "restore" St. Paul's and to add to it an extension on the north which should serve as diocesan offices and chapter house. The Diocese of Huron, with London as the See city, was created in 1857, and Rev. Dr. Cronyn became the first bishop. Under his episcopacy the diocese flourished, till in 1871 Rev. Dr. Hellmuth was appointed Coadjutor Bishop. He became bishop on the death of Bishop Cronyn in the same year, and held the position till 1884, when he resigned to make his residence in England, having received an appointment as Suffragan Bishop. In that year the present incumbent, Right Rev. Maurice Baldwin, who had been a former rector, was chosen Bishop of Huron and still holds the office. Among the names of those who are or have been connected with St. Paul's in a clerical capacity we find Canon Innes (Dean of Huron), Dr. Bayly, H. H. O'Neil, Hayward, John McLean (afterwards Bishop of Saskatchewan), W. Rainsford, G. J. Lowe, Starr, S. B. Kellogg, J. G. Baylis, J. Gemley, A. Brown, Rich'd Hicks, Canon Dann and others. St. Paul's furnishes an example of long continuance in office, A. G. Smyth having been vestry clerk since 1859. Former clerks had been Wilson Mills and J. C. Meredith. Canon Innes recently celebrated his twenty-fifth year of connection with St. Paul's, and the event was fittingly recognized by the congregation by the presentation of a congratulatory address

and a substantial purse of gold. Many churches have been erected as offshoots of St. Paul's. Among these are Christ Church, corner Wellington and Hill streets, 1863; Memorial Church (erected by the sons of the late Bishop Cronyn), corner William street and Queen's avenue, 1872; St. George's, London West, 1874; St. James' (of which Archdeacon Davis has been in pastoral charge since the opening), Askin street, 1875; St. Matthew's, London East, 1882, and St. John's, corner Wellington and St. James' streets, 1888. The dates of erection of these various churches give a clear idea of the steady growth of the Anglican communion in London.

HOLY ANGELS SEPARATE SCHOOL.

The Presbyterian body first appears as a regular congregation, with a specified pastor, in 1832. The date of the erection of the first church is not clear, but it was about this time. It was a frame building on York street, in rear of where the Tecumseh House now stands, and there services were held till 1859 when the church was burnt. The following year it was reërected of brick on the present site, corner of Park and Dufferin avenues, and here in 1872 the first organ was heard in a Presbyterian church in London. In 1894 it was again remodeled and rebuilt, and is now one of the handsomest buildings in London. While the official title has always been "The First Presbyterian," for years it was popularly known as "Proudfoot's Church," the first pastor having been Rev. W. Proudfoot, who was succeeded by his son, Rev. Dr. Proudfoot, in 1851, who held the office till increasing infirmities necessitated his retirement in 1890. He was followed by Rev. Mr. Clarke, the present pastor. The first meeting of the Presbytery of London took place in this church, and it will be of interest to recall the names of those who took part. They were Revs. Dr. Proudfoot, J. Rennie, M. Fraser, J. K. Wright, Geo. Cuthbertson (Sarnia Presbytery), A. Henderson, J. M. Munro, A. Beamer, J. Wells (Sarnia Presbytery), F. Ballantyne, M. A., L. Cameron, N. McKinnon, K. McDonald, W. A. Sutherland, John M. Morris, D. B. Whimster, Hugh Cameron, J. Johnson, D. Stewart, D. McGillivray, J. Stewart, D. Mann and Geo. Sutherland. The elders at that time were James Shields, A. Sutherland, Thos. Gordon, William Brown, Adam Murray, James Bell, D. Turner, A. McMillan, D. K. McKenzie, James Scott, D. McNair, Neil Munro and James Douglas.



SEPARATE SCHOOL, PARK AVENUE.

Rev. John Scott, who was the first pastor of St. Andrew's Church, and who held that position for exactly a quarter of a century, from 1850 to 1875, prepared in 1868 a history of that church. Therein he says that up till 1833 the Presbyterians of London regarded themselves as belonging to the Church of Scotland. In that year they formed a distinct society, and heard the gospel expounded by missionaries sent from England, Ireland and Scotland, as well as neighboring students and ministers, till the year of Mr. Scott's induction. In 1842 a lot for church and cemetery purposes was obtained from the Government—the present church and parsonage site,

corner of Queen's avenue and Waterloo street —and here a frame building 45×60 feet was erected and opened in 1843, Revs. Donald Mackenzie, Duncan McMillan and Robert Lindsay officiating. A fortnight later the congregation was formally organized by the election of Alex. Ross, John Mitchie, William Clarke, James McLaren and Andrew McCormick as elders, and the first communion service was held early in the winter of the same year, Revs. Mackenzie and McMillan officiating. It may interest the latter-day reader to know that this edifice is still standing, though on a site some four miles distant. It is the refreshment room at Springbank. On its sale in 1868, to make way for the present structure, it was taken apart and reërected down the river as a woolen mill, for which purpose it was used till the city acquired the property. The present St. Andrew's Church was erected at a cost of $30,000. This sum the congregation soon paid and collections were abolished. The list of the principal contributors to the building reads like a connecting link between the past generation and the present. Those who gave $100 and upwards were: John Birrell, Wm. Begg, Alex. Campbell, Andrew Chisholm, John Campbell, David Bogue, John M. Burns, Thos. Browne, W. H. Birrell, Ewan Cameron, John Cousins, Wm. Clark, Duncan Campbell, James Durand, R. S. T. Davidson, David Denham, Wm. Durand, John Elliott, J. H. Fraser, William Gordon, G. M. Gunn, Alex. Gauld, James Glen, Alex. Graham, A. J. G. Henderson, W. Kent, Daniel Lester, Mrs. Lyle, — Lunn, Mrs. Mitchie, R. S. Murray, J. G. McIntosh, Alexander McIntosh, Joseph McKay and Bro., Thomas McCracken, John Ross, Edward Rowland, Warren Rock, A. M. Ross, Hugh Stevenson, John Stewart, Wm. Stephenson and Co., and Rev. John Scott. In the latter days of Rev. Mr. Scott's pastorate dissensions arose in the congregation over the question of an organ in the church, he being opposed to instrumental music in worship. The pro-organists eventually carried the day, and this, with advancing years, led to Mr. Scott's retirement. His death occurred at Hamilton in 1895. He was succeeded by Rev. J. A. Murray, who officiated as pastor till his death in 1891, when Rev. Mr. Johnston, the present incumbent, was called.

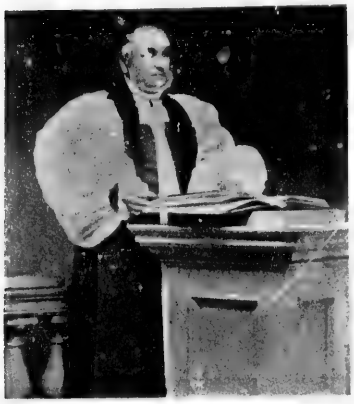
HURON COLLEGE.

The King Street Presbyterian Church was established in 1876, when the growth of London East warranted the erection of a Presbyterian church in the locality. Rev. Mr. Wright was the first pastor, but afterwards resolving to devote his life to mission work,

MEDICAL SCHOOL.

Rev. W. M. Roger was called to the pastorate, and remained until September, 1896, when Rev. Thomas Wilson succeeded him.

St. James' Presbyterian Church has seen troublous times. The land on which it stands, the southern portion of the gore formed by the junction of Richmond street and Park avenue, was granted by the Crown in 1859, to induce the congregation to abandon their claim to the site of St. Andrew's. Rev. Francis Nichol had been located here a year previously, and he worked up the congregation to undertake the erection of the building. The church was opened in 1861, the original board of trustees consisting of the pastor, George Macbeth, Alex. McArthur, James Dunbar, William Chalmers, James Cowan, Duncan Mackenzie and John Mackenzie. Among those whose names appeared as prominent members and adherents of the church at that time were Judge Daniels, William Muir, Robinson Orr, Daniel Macfie and Andrew Cleghorn. Rev. Mr. Nichol gave place as pastor to Rev. Mr. Camelon about 1868, and affairs ran along more or less smoothly till 1875, Rev. Mr. Camelon being still the pastor, when the "Auld Kirk" troubles arose over opposition to the union of the Presbyterian churches, the result of which was a division of the congregation and a lawsuit for the property. These matters can be barely referred to here, and it is sufficient to say that the dissidents worshipped for some time in the old Congregational Church on King street, Rev. R. Burnett being pastor, and finally dissolved as a body. St. James' was for some years under the pastorate of Rev. Mr. McGillivray, but since 1890 Rev. Mr. Talling has been in charge.



THE RT. REV. BENJAMIN CRONYN, LL.D., Bishop of Huron, 1857-1871.

THE RT. REV. I. HELLMUTH, D.D., D.C.L., Bishop of Huron, 1871-1884.

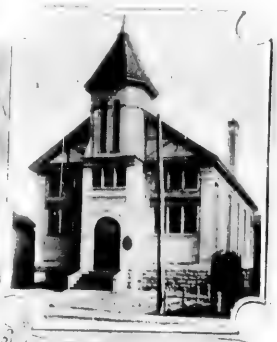
Knox Presbyterian Church, corner of Bruce street and Wortley Road, has had an uneventful career of prosperity. Its establishment was first mooted in 1882, as a natural result of the growth of the place, and two years later the church became an accomplished fact. The most interesting fact in connection with it has been the steady growth of the congregation, so that in the first decade of its history it became necessary to greatly enlarge it. Rev. Jas. Ballantyne was the first pastor, and remained such till 1894, when he received a call to Ottawa, and was succeeded by Rev. Mr. Stewart, the present incumbent.

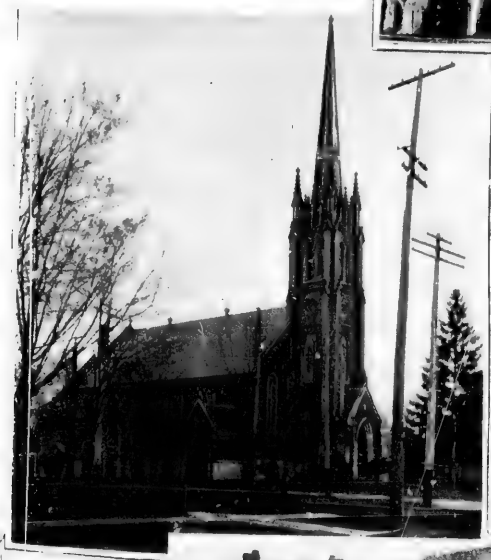
We must assume 1834 to have been the year that marked the erection of the first Roman Catholic Church in London. The dedication took place in that year, and as the church was built of logs, with the earth as flooring, no great length of time was needed for its construction, and the preliminary work of the architect was nothing. Father Downie, then stationed at St. Thomas, was the officiating clergyman. In the early days there were no clergymen in London, though services were frequently held in the houses of the leading Catholics, who sent word to those of the surrounding country when a visit from a priest was expected. Among the names of the pioneer Catholics are many that have been transmitted to this day, among them being Garret Farrell, Patrick Smith, Dennis O'Brien, Capt. McLoughlin, A. McCausland, the Redmonds, John Cruickshank, James Wilson, O'Byrne, P. McLoughlan, John Wright, John Walsh, O'Flynn, Flood, M. Kiely, Peter McCann, John Orange, Peter Kennedy, Dr.

THE RT. REV. MAURICE S. BALDWIN, D.D., Bishop of Huron.

Anderson, J. Martin, James Reid, P. Burke, E. Burke, John Clegg, W. Darby, J. O'Brien, the Bruces, Andersons, Milnes, Johnstons, Dignam, Scanlan, P. Tierney, Charles and Matthew Colovin, E. Hillen, John M. Keary, Wm. Dalton, John Walsh, Richard Dinahan, P. Cleary, Corbett, H. O'Brien, McLean, and many others. The first church was built with funds obtained from the sale of a collection of farm produce. It was located on the southwest corner of Richmond and Maple streets, the surrounding land being used as a cemetery. Up till 1850 there were not more than two hundred Catholics, exclusive of the military, in London, but the following year saw a rapid increase, and then was begun the erection of the old Cathedral on the northeast corner of the same streets. In the meantime the log structure had been destroyed

ASKIN ST. METHODIST.


SOUTHERN CONGREGATIONAL


ST. ANDREW'S PRESBYTERIAN.

CHRIST CHURCH.

OLD ST. ANDREW'S AND MANSE.

ST. MATTHEWS CHURCH.

Colborne St. Meth. Ch.

First Presbyterian

Adelaide St. Baptist.

St. Pauls Cathedral.

King St. Methodist.

First Congregational.

Memorial Church

Knox Presbyterian.

Christian Church.

by fire, and mass was celebrated for a time in the town hall, on the corner of King and Talbot streets, and afterwards in the old building on King street that was at various periods in its life a Universalist, a Catholic, a Congregational, a Presbyterian church, and finally a Salvation Army barracks. Though best known to the present generation as "the old Congregational Church," it would seem more deserving of the title of "Universalist"—speaking literally, not theologically. It was burned a few years ago. The old Catholic Cathedral continued in service for thirty-five years, being finally pulled down in 1885, on the opening of the present Cathedral. The cost of the old building was £5,000, an enormous sum in those days, while that of the present structure completed will not fall short of five times that amount. The first appointment of a priest for London seems to have been in 1849. Father Kirwan, more commonly called "Dean," was the appointee, and he remained till 1856. The diocese of London was created in this year, the Rev. Peter Adolphus Pinsonneault, priest of the Society of St. Sulpice, Montreal, being named as the first bishop. Shortly after his installation he determined to make his residence at Sandwich, and in 1859 he procured a pontifical brief, which not only authorized the change of residence, but altered the name of the diocese from London to Sandwich. In 1857 Father Bruyere, of Toronto, was made Vicar-General of the diocese, and removed to Sandwich in 1860. In 1868 Right Rev. Dr. Walsh, having succeeded Bishop Pinsonneault, removed the Episcopal See from Sandwich to London, and in the following year secured from the Propaganda a decree making London once more the Episcopal See of the diocese, which was renamed London. In 1876 Bishop Walsh paid a visit to Rome, and on his return received a hearty welcome. From a speech he made on that occasion a few sentences may be culled, as they contain in a nutshell the history of the diocese up till that time. He said:

"Ten years ago this diocese found itself encumbered by an enormous debt which weighed upon it like a millstone, crushing its energies, destroying its credit, and rendering church progress a moral impossibility. Now every farthing of this debt has been liquidated, without speaking of $6,000 actually paid towards the support of the former bishop of this diocese. Twenty-eight new churches have been raised to the glory of God and for the purposes of religion. All these edifices, with few exceptions, are of brick and stone, and many of them are splendid and costly edifices. Besides, five churches have been greatly enlarged and improved. Seventeen commodious presbyteries have been built for the accommodation of the parochial clergy. An episcopal residence, second to none in the Province, has been constructed and not a cent of debt has been left upon it. Three convents have been built. Mount Hope has been purchased and paid for, and a splendid new orphanage has been erected on it, and besides a handsome new college has been built by the self-sacrificing zeal of the Basilian Fathers. In fine, more than a quarter of a million dollars has been actually expended within the last nine years."

The first sod for the new (present) Cathedral was turned in 1880, the cornerstone laid the following year, and in 1885 it was opened for public worship. In the meantime Bishop Walsh had been raised to the dignity of Archbishop of the Province, and on April 19, 1885, he bade farewell to the congregation in old St. Peter's, which was shortly afterwards torn down. Early in the '70's a mission church, known as St. Mary's, was established on Hill street, and is still continued. Bishop Walsh was succeeded in the episcopacy by Bishop O'Connor, and the Catholic clergy of London (city—not diocese) now are:

Bishop—Right Rev. Denis O'Connor, D. D.

Bishop's Council—Dean Murphy, Dean Wagner; Revs. Joseph Bayard, E. B. Kilroy, D. D.; D. Cushing, C. S. B.

St. Peter's Cathedral—Revs. M. J. Tiernan, Thomas Noonan, N. Gahan, J. V. Tobin.

St. Mary's Church—Rev. M. McCormick.

The first services of the Baptist Church in London were held about 1844, the place of meeting being the old Mechanics' Institute, then situated on the court-house square. Two years later the straggling congregation was organized into a regular church, having nine members, the names of all of whom have been preserved. They were Wm. Wakeling, J. H. Haines, Lieut. Allright, James Hitchens, with the wives of these four gentlemen, and Mrs. Henry Groves. The scene of services was then transferred to the Methodist Chapel on the corner of King and Talbot streets, Rev. Jas. Inglis being the first pastor. Four years later the congregation took possession of their own church, on the corner of York and Talbot streets, where they worshipped for thirty-one years, or till the end of 1881. In 1882 the present handsome edifice on Talbot street, between Maple and Kent, was dedicated. The successors of Mr. Inglis in the pastorate were Robt. Boyd (five years), Charles Campbell (one and one-half years), W. Allington (four years), Thos. Ure (three years), Henry Watts (two years), Dr. James Cooper (fourteen years), Jas. B. Montgomery (co-pastor for two years), A. Grant (five and one-half years), W. H. Porter, who assumed the pastorate in 1885 and continued for six years, till the appointment of the present pastor, Rev. Ira Smith. The Adelaide Street Baptist Church, on the corner of King, is an offshoot of the parent body, having developed from a mission

FIRST METHODIST CHURCH

THE EVANGELIST.

DUNDAS ST CENTRE
METHODIST CHURCH.

CHURCH.

HAMILTON ROAD METHODIST CHURCH.

CENTENNIAL
METHODIST CHURCH

TALBOT ST.
BAPTIST CHURCH.

started about twenty years ago. In 1877 it branched out as a regular congregation, with exactly fifty more members than comprised the older body on its organization in 1846. The pulpit was supplied from York Street Church till 1878, when Rev. P. A. McEwen was ordained as the first regular pastor. After two years of service he was succeeded by Rev. Joseph Firth, who gave place three years later to Rev. Thos. S. Johnston, under whose pastorate was built the present handsome brick church on the corner of Adelaide and King streets. The former church was a frame structure on the opposite corner; it was transformed into a skating rink and afterwards burnt. Mr. Johnston was succeeded by Rev. Messrs. Speller and Mibell, but is again in pastoral charge, having returned in 1895. Baptist missions are maintained in the extreme northern and southern ends of the city; and since early days there has been a congregation of colored Baptists worshipping in a small frame church on Horton street, west of Wellington. As this is being written, a frame Baptist church in Ward 6—originally a Bible Christian church—is being replaced by a fine brick structure.

The Congregational body have held services in London since 1837, though at that time they had no regular place of worship, Rev. W. F. Clarke preaching in the old Grammar School. The present church edifice occupies a central position on Dundas street, between Colborne and Waterloo, and is architecturally a fine structure. The first regular Congregational Church was built in 1840 about where the Free Press office now stands, a few years later a move being made to their historical site on King street, the present church being dedicated and opened in 1876, the cornerstone having been laid by Mayor Cronyn the previous year. Rev. R. W. Wallace was then the pastor, having succeeded the Rev. J. A. R. Dickson in 1871. Mr. Wallace resigned in 1881, and was succeeded by Rev. H. D. Hunter. Since Mr. Hunter's term the pulpit had no settled occupant till recently, when Rev. Mr. Pedley was called. Dr. Wild officiated for a time, and Rev. Principal Austin, of St. Thomas, was a frequent "supply." Among the pioneer pastors were Rev. Messrs. Ebbs, John Durrant, W. F. Clarke, Jr., Boyd, and C. P. Watson.

In addition to the various denominations spoken of, London has a congregation of Hebrews. They have no regular synagogue, however, but set up their altar as circumstances dictate. The Latter Day Saints have a place of worship on Maitland street, between King and York. They differ from the Utah Mormons in that they eschew polygamy, which they claim is not sanctioned by

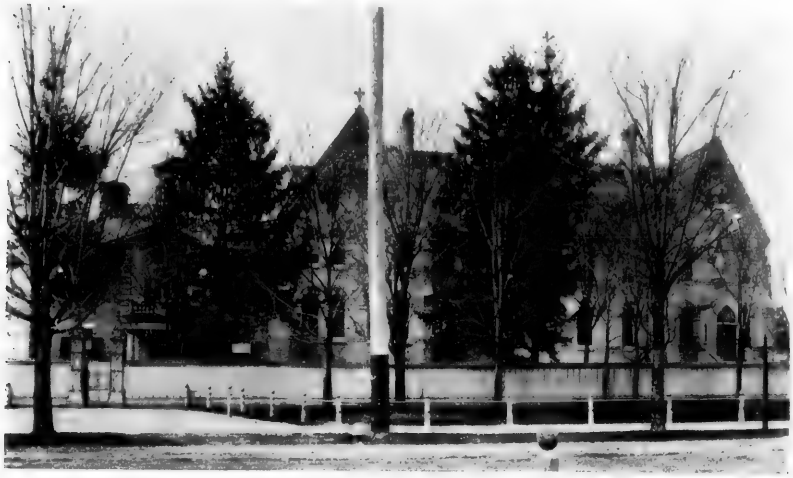
(FROM ARCHITECT'S PLANS.) ST. PETER'S CATHEDRAL.

the Book of Mormon. About 1881 the Salvation Army made their appearance in London. At first they were reviled, and some were imprisoned, technically because they refused to obey the police and "move on." This savored of persecution, though in reality it was the strict letter of the law, and made friends for the Army of many who would have been otherwise indifferent as to their operations. They have progressed till now they own a valuable "barracks" on Clarence street — the old New Connexion Church rejuvenated — and maintain what is called a Workingmen's Hotel and Rescue Shelter. They have converted some from evil courses, and made good citizens of some who were regarded as irreclaimable. There is a difference of opinion as to the desirability of their

methods, and also as to the value of their work from the standpoint of a political economist. But that is beyond the province of a mere recorder of events.

The Young Men's Christian Association, whose building, recently completed on Wellington street, adjoining the Public Library, forms one of the architectural beauties of London, had a modest beginning in 1856. It languished, however, after a few years, and at length ceased to exist till 1873, when it was resuscitated. For two years rooms were occupied upstairs in the building adjoining the Free Press office, but in 1875 a suite of rooms was procured in the Oddfellows' Block, and the Association engaged its first permanent secretary, the late W. J. Freeland. In 1878, T. McCormick being the president, the Association became free from debt and purchased the old New Connexion Church on Clarence street, refitting the building and calling it Victoria Hall. This was occupied till 1893, when it was sold to the Salvation Army and the present site purchased. The new hall was dedicated early in the present year. The first sod was turned by President W. R. Hobbs on October 9th, 1895.

SACRED HEART CONVENT.



MOUNT HOPE ORPHANAGE.

CHAPTER III.

THE COMMERCIAL METROPOLIS OF WESTERN ONTARIO.

"Nor is my whole estate
Upon the fortune of the present year."
Antonio: "Merchant of Venice."

"COMMERCE follows the flag." This is the boast of a Briton, though it gives some point to the flippant sneer of the French that Britons are "a nation of shopkeepers." Were it pertinent, it might be easy to prove that while Britons are the commercial masters of the world, French experience has shown them to be something more. But this is a record. The writer is not trying to prove anything. He gives the facts at hand, but makes no deductions. No expression of opinion is therefore to be drawn — in a politico-economic sense — from the statement that one of the first recorded commercial transactions of London was in the nature of a bonus to an "infant industry," to borrow a phrase from the politicians. A blacksmith's shop is generally regarded as the first industrial need of a new settlement, but such an establishment did not flourish in the early days. In less than a year after the first settlement a shop had been established and abandoned, and Dennis O'Brien took possession of the vacated smithy and fitted it up as a general store. The fittings were not elaborate. They consisted of two barrels upended, with a plank laid across for a counter. They served the purpose, however. In those days there were no "millinery openings," no "bargain days," and no "selling below cost." People bought only what they absolutely needed, and

WM. GRAY,
Pres. W. O. Commercial Travellers' Association.

POST OFFICE.

very little of that. But the removal of the blacksmith's shop was an industrial calamity, and was recognized by the people as such. Consequently, in the same year (1827) Samuel Laughton was given a grant of a lot on Bathurst street, near the present Grand Trunk Station, on condition that he would erect and maintain a blacksmith's shop. Here is a repetition of history. In the year of our Lord 1897 we give $100,000 for the reëstablishment of the car works. The principle — let theoretical political economists call it good or bad — is precisely the same. It is worth noting that the population at the time of the first bonus consisted of thirty-three families, with a total of one hundred and thirty-three souls. Placing the value of the lot at £8,* which is the minimum, the bonus amounted to within a fraction of $1 per family. The latter-day grant may be roughly stated at about equal to twelve or thirteen times that amount. Thus it appears on paper, and we are told that "figures never lie." There is, however, a gross fallacy in the proposition as stated — though it seems fair on the surface — and it may sharpen the wits of some of the younger readers to discover wherein it lies. Its introduction is merely a diversion — not an argument. The commercial development of the first fourteen years went on apace, but there is nothing but tradition concerning it till the incorporation of the village in 1840. We know that the market grew,† with the intersection of Dundas and Ridout streets as the "rialto" of the day. At the date of incorporation, among the general storekeepers we find the names of Smith, Mathieson, Moore & Co., G. J. Goodhue, L. Lawrason, John Jennings, Kerr & Armstrong, Douglass & Warren, Glennon & Co., Angus & Birrell, J. H. Joyce, and John Claris. L. Perrin carried on business as general grocer and baker; Lyman, Moore & Co. and J. Salter were the druggists. Dennis O'Brien owned the Blackfriars mills, which were erected about six years before the incorporation of the village, and they were said to be "near the center of the town." Prior to that there had been a mill owned by one Waters, at the point where Carling's creek enters the river. Power was obtained from the creek by means of a flume and overshot wheel. This point was a favorite military bathing spot, and many lives were lost owing to the cold springs which abounded.

* This figure is given, as it was the cost of the patent. As a matter of fact, Laughton afterwards sold the lot for $16 worth of iron. He ironed the first wagon for use in London Township.

† Our map drawn in 1840 gives the location of the market square in the north-eastern part of the city. There is nothing to show, however, that this was ever more than a proposed market. It subsequently became the Potter's Field.

CUSTOMS HOUSE.

John Talbot and Schram & Groves were auctioneers and commission men. The lawyers were W. Horton, H. C. R. Becher, and Frederick Cleverly. Alex. Hamilton was the barber, Simeon Morrill the tanner, Yale & Walters and S. Condon the tinsmiths, R. Mootry and J. Wells the tailors, S. Peters and Henry Leaming the butchers, U. C. Lee and Wm. Lee the proprietors of the Robinson Hall and Mansion House, respectively. John Norval kept a bookstore "over J. Garrison's store." Cash was scarce in those days, one firm announcing that it would receive "pork and wheat in payment of debts and in exchange for goods part cash for good pork," while another offered to "pay one dollar per bushel, in goods, for good wheat."

COURT HOUSE.

Some years ago the writer heard a pioneer shoemaker tell a story that sounded apocryphal, but in the light of these announcements may be true. The shoemaker was seated in his shop one day when there entered a stalwart Scotchman who asked if he did not wish to buy a pig. The shoemaker replied that he did and a bargain was struck. Then the Scotchman picked out several pairs of shoes for his family. The two chatted on till nightfall, when the Scotchman said he must be going and asked for the pay for his pig. "Why," replied the shoemaker, "the shoes you have taken more than balance the price of the pig you are in my debt." "Hech, mon," retorted the canny Scotchman, "dinna ye ken that pork's caush?" The subtle humor of the speech and situation did not seem to strike the Scotchman—there was no surgeon near at hand.

The first financial transaction of which there is any record goes to show the price of money, and eases the astonishment we feel on hearing that in the early days a common barter was a bushel of wheat for a yard of "factory" (unbleached) cotton. In 1830 the banking business was done at Hamilton, and the charges on a protested draft in that year amounted to within a fraction of 39 per cent. of the face of the bill. The draft was made for £100, and the charges were made up as follows: Damages, £20; 4 per cent. at New York on £120, £5 6s. 8d.; postage, 5s. 6d.; total, £38 18s. 9d. Early in the decade 1830-'40, the Bank of Upper Canada established a branch here, Mr. James Hamilton being the manager till the failure of the bank in the '60's. Later on the Commercial and the Gore Banks founded branches in London, and the system of barter that formerly prevailed gradually went out of existence, though the "order" plan of paying wages lingered on till who shall say it finally disappeared? At one time, indeed, the city issued scrip of its own. With this, city work was paid for, the scrip being receivable in return for taxes, market fees, licenses, or any civic impost, and so acquired general circulation locally, and answered all requirements till remittances or acceptance of drafts became necessary. It covers all that is required to say that since the first establishment of banks here the financial facilities of London have kept pace with the

commercial requirements. At the present time the banks represented in London are as follows: Bank of Commerce, David B. Dewar, manager; Bank of Toronto, John Pringle, manager; Molsons Bank, P. W. D. Broderick, manager; Merchants Bank of Canada, A. St. L. Mackintosh, manager; Bank of Montreal, A. H. Beddome, manager; and Bank of British North America, R. Inglis, manager; all occupying buildings that add greatly to London's beauty and value architecturally. The Federal Bank had a branch here from 1871 to 1882, and to it we are indebted for the handsome building now occupied by the Bank of Commerce. The Bank of London had a brief career of about a year in 1886-7, when it was wound up. A series of legal and financial complications followed, and the manager, Henry Taylor, was confined in jail for a year, not under conviction, but by virtue of capias proceedings. A settlement was finally effected, and Taylor died shortly afterwards. The failure of the Bank of London involved the affairs of one of the investment associations, and the result was the ruin of several who were regarded as among the wealthiest of London's citizens. The inside history of the whole affair has never been written, and probably never will be, as the principal actors are dead or widely scattered, but the general theory is that unwise investments in the Northwest was the primary cause of the failures, coupled with — to put it so — injudicious financial methods. One effect of this was to seriously cripple, and in some cases suspend, the operations of industrial establishments, while the indirect effect was much more far-reaching. The greater part of the damage done was to those not engaged in commercial or industrial pursuits, but who had invested their all — or nearly so — in the concerns directly affected, with a view of having a permanent income from the proceeds of the investment. The business of London, however, was on a sound basis, and the disaster was consequently felt more individually than collectively. In addition to its banking institutions, London possesses seven savings and loan societies, the subscribed capital of which may be set down in round numbers at about eight million dollars, more than half of that amount being paid up. Below are the names of the societies: Huron & Erie Loan and Savings Company, George A. Somerville, manager; Ontario Loan and Debenture Company, William F. Bullen, manager; Dominion Savings and Investment Society, Nathaniel Mills, manager; Agricultural Savings and Loan Company, C. P. Butler, manager; Canadian Savings and Loan Company, Robert Fox, manager; London Loan Company of Canada, Malcolm J. Kent, manager; People's Building and Loan Association, William Spittal, sec.-treasurer. Without going into the details of the financial standing of these or any of them, it may be said in a general way that the loan societies have done a great deal in building up the city and surrounding country, and

CITY HALL.

ROBERT REID,
First Chairman Public Library Board.

PUBLIC LIBRARY.

have been the means of securing the investment of a large amount of foreign capital amongst us.

The earliest gazetteer of Upper Canada to which access can be had — probably the first ever issued — makes the statement that "the commercial affairs of London are regulated by a Board of Trade." The statement contains an element of naiveté, not to say simplicity, but in a measure it was and is true. Not true, of course, in its entirety — that would be absurd. But it is true to the extent that all efforts made to improve the commercial status of London have had the unqualified support of the Board of Trade, which in many cases mooted projects leading to that beneficial end. Organized in 1857, its constitution declared the Board of Trade to have for its object "the promotion of just and equitable principles, the correction of abuses in trade, and the protection of the rights and the advancement of the interests of the country generally." The first officers of the Board, with the possible

YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

W. R. HOBBS,
President Y. M. C. A.

exception of one, have all been taken by death. They were: Adam Hope, president; Lionel Ridout, vice-president; J. C. Macklin, secretary; J. I. McKenzie, John Birrell, H. Chisholm, C. D. Shaw, Walter Simson, Chas. J. Hope, T. H. Buckley, G. M. Gunn, James Coyne, D. Farrar, E. Leonard, Charles Hunt and Joseph Anderson. The Board signalized its organization by grappling with the bankruptcy and usury laws, then before the Legislature. It desired to advance the legal rate of interest from six to seven per cent., taking the ground that stringent usury laws were evaded and had a tendency to keep out the foreign capital necessary to the development of the country. The Board also held that imprisonment for debt should be abolished, and as early as 1858 debated the question of Protection vs. Free Trade. Some members held that a protective duty should be levied upon manufactured goods equal to that imposed by the United States. This, however, was a speculative rather than a practical question in those days, and does not seem from the records to have evoked much enthusiasm either way. Matters of more direct concern excited greater interest, such as the rules regulating the market and providing for the proper packing, inspecting and branding of butter. In 1862 we find the Board taking up seriously the question of the circulation of American silver, which had then become a nuisance, and the subject formed a perennial source of discussion for sixteen years. The Board early recognized or anticipated the postal needs of the section, and in 1864 petitioned for a British mail bag direct to and from this city, which point was gained twenty-six

LONDON GENERAL HOSPITAL.

ST. JOSEPH'S HOSPITAL.

years later. In 1864 also the Board began an agitation for the abolition of market fees, and it is entitled to whatever credit is due for first bringing up this subject in a public way. The fees were finally abolished in 1882, the county council in return throwing off the tolls on all the roads in the county save the Proof Line, which is the property of a joint stock company, and a short stretch of a proprietary road near the village of Nairn. The reciprocity treaty with the United States received a good deal of attention for a period covering several years, but it was finally dropped by the Board coming to the conclusion that any proposals for a renewal should come from the country that had abrogated the treaty. To touch upon all the minor matters in which the Board of Trade has played a judicious part in the interests of London would be to exceed the space at command, but a few of the more important matters may be briefly referred to. The chief of these is the support which the Board has always given to every movement towards developing London into the great railway center it is to-day — for be it known that London has more trains arriving and departing daily than any other city in Canada. The Board was foremost in the field in the matter of the London, Huron and Bruce Railway, raising a personal subscription for preliminary expenses. It also petitioned the Council for aid, and held several meetings devoted to this object. The Board took an active part in first gaining admittance to the city for the Canada Southern (Michigan Central), and used strenuous endeavors to have the Credit Valley extended to London — a result that was achieved later on, when the Canadian Pacific Railway reached here — and it was in a great measure due to the efforts of the Board that the latter road selected London as one of its divisional headquarters. The Board opposed the amalgamation of the Grand Trunk and Great Western. In 1867 the Board publicly called attention to the fact that the chemical works in this city was the only one in British America, and also, while discussing the question of oil inspection, pointed out that Canadian oil was not so explosive as that refined across the border. In 1868 the Board recommended the issuance of a license to a pork-packing house in the city. It favored the inspection of hides and leather, urged the repeal of the Stamp Act, advocated the removal of

PROTESTANT ORPHANS' HOME.

AGED PEOPLE'S HOME.

canal tolls, and suggested the appointment of a dry goods appraiser for this customs district. During the oil excitement period the Board interested itself in obtaining such train privileges as would allow oil operators to spend their days in Bothwell and their nights in London. The Western Fair has ever found a staunch friend in the Board of Trade, which has also exerted itself beneficially in municipal affairs, notably in connection with the building of the car shops, the establishment of the waterworks and other enterprises of moment. A matter of national concern arose in 1875, as it has since, and the Board then took strong ground against allowing Americans to sell tea duty free in Canada, as tending to discourage direct trade between Canada and the countries of growth. By the way, it may not be generally known that in the early days of London tea was considered a luxury, even for the well-to-do. Many of the older settlers were in the habit of drinking what they called "Plains Tea," made from a shrub that grew on the hillside north of North street. It was of the willow family *(Salix herbacea)* and was more or less common on the banks of what was Devinney's tail-race, even in the past quarter of a century. A somewhat similar plant is used in lieu of tea in some portions of India, and it is said makes a very palatable beverage. A municipal change generally conceded to be a reform — the collection of taxes by instalments, and earlier in the year — was also initiated by the Board of Trade. Among its other municipal recommendations were the abolition of wards, a reduction of the number of aldermen and school trustees, and the election of women to the School Board. A more successful matter was its petition in 1890 to the Ontario Government to increase the jurisdiction of the division courts, since acted upon. The Board also recommended in 1875, but so far unsuccessfully, that all property should be assessed at its real value, and that nothing should be exempt save buildings used for places of public worship and for no other purpose. In regard to the electric railway, the Board in 1894 took steps looking towards breaking the deadlock that existed between the city and the company, and in various minor matters it has shown itself alert to the commercial and municipal needs of London. A cognate organization, the Chamber of Commerce, was organized early in the '70's, and later the Merchants' and Manufacturers' Exchange, but in 1881 all these bodies coalesced under the old name of the Board of Trade.

POLICE COURT-HOUSE AND STATION.

Reference was made in the preceding paragraph to the days of the oil boom in Western Ontario. It was believed by many that the oil so freely pumped at Bothwell continued its underground course to London, and several derricks were put up and wells put down to test the truth of the theory. One of these derricks still stands at the foot of Dundas street, where the White Sulphur Springs were struck while boring for oil and have flowed continuously ever since. It soon became apparent that oil was not to be had, and the borings were gradually abandoned, though in some cases the derricks remained till they fell to pieces of their own accord or were torn apart for fuel. In this connection, in 1865, an oily sharper named Hicks undertook a confidence game. He proposed to sink a well at the foot of the spur which forms the northeast angle of the boundary of what is now Woodland cemetery, then a farm. He had interested a number of sanguine local capitalists, a derrick was erected and boring indulged in, till suddenly it was announced that oil had been struck. Sure enough, there it was, oozing from the hole and floating down the rivulet to the river. The excitement that ensued caused ordinarily well-balanced heads to become unhinged,

and the wildest dreams of wealth were indulged in. The "castles in Spain" that were erected would have kept busy a battalion of architects. Farmers in the neighborhood refused fabulous offers for bonding privileges, and the "Col. Sellers" of the day could scarcely find enough figures in the multiplication table to calculate the millions that were to be made. But sic transit gloria olea! It all faded into nothingness, and was as though it had never been, when it was discovered by some Paul Pry that the oil found its way from a cask that had been cached in the hillside by the wily Hicks, who left the city with no ceremony and very little cash.

THE LATE COL. TALBOT.

THE LATE COL. BURWELL.

The oil trade, however, did a great deal in developing London, and in 1870 there were no less than a dozen refineries. The business, however, gradually became concentrated in the larger concerns, and many of the refineries went out of existence. The refining still carried on in London, with its attendant coopering, teaming, freighting, etc., forms a considerable factor in the industrial operations of the city. The premises of the Imperial Oil Co. and of Mr. J. R. Minhinnick are mammoth concerns, and their trade serves to make London known all over the Dominion.

London also had its land "boom," though the word then had not the significance which modern acceptance of a slang phrase justifies. It occurred in 1851, and many lots were then sold at figures which they would not command to-day if forced upon the market. Suburban lots were surveyed nearly as far west as Komoka, and the records show the sale of land on Dundas street, between Wellington and Waterloo, at $100 per foot. "Hamilton's Bush," at the corner of Ridout street south and Grand Avenue, was disposed of at an extravagant figure, though it stood as a bush for well on to a generation afterwards. The late N. Reid purchased a block of land near Adelaide street, and after paying taxes thereon for thirty years sold it for the price he had originally paid. The boom did not last long, however, and those who had not the foresight—or the luck, as the case may be—to sell were for years weighted down with their real estate holdings, and fully realized what it is to be "land poor." Shortly afterwards came the commercial depression which spread all over the country at the close of the Crimean war, and the year 1857 saw the beginning of troublous times for all in the commercial world, and many were compelled to go under in the almost universal wreck. London's natural position, however, stood her in good stead, and she faster than many other less fortunately-placed centers rallied from the shock and found herself once more on a sound commercial basis. It was at this time that the Corporation issued the scrip previously referred to, and which materially helped to tide over the difficulty. Were this work a treatise on political economy, this incident in civic history might be elaborated to prove the soundness of what our American cousins call "fiat

THE LATE JUDGE WILSON.

money." As it is not such a treatise, but merely a record of fact, the matter may be dismissed with the observation that such use of the incident might, and likely would, prove a two-edged sword in the hands of an unskillful debater. To give a clearer idea of the inflation that prevailed, it may be pertinent to look at the assessed value of the place about this period. Premising that the assessed value in 1836, ten years after the first settlement, was $34,380, let us jump to 1853, when the assessed value was $146,020. This may be taken as being as nearly correct as assessments generally are. The following year it had raised to $228,160, and it kept on an ascending scale till 1858, when, having nearly doubled in four years, it reached $426,966. Then came the collapse, the following year making a reduction to $234,976. In other words, not to be too particular about the fractions, in four years there had been an increase of nearly one hundred per cent., yet in five years the increase was less than three per cent. It is no matter for wonder that fortunes were lost in the depreciation.

The idea of railways to connect London with the outside world was taken up long at least nineteen years—before the whistle of the locomotive was heard within our limits. In 1834 an act of incorporation was secured for the London and Gore Railroad, the project being to connect with Burlington Bay on the one side and Lake Huron on the other. This charter was allowed to lapse, however, but it was revived eleven years later, in 1845, the name being changed to that of the Great Western Railroad

CENTRAL FIRE HALL.

Company. The London and Port Sarnia Railroad Company was chartered in 1853, when the Great Western was opened, the road to be built from the foot of the lake to intersect the Great Western at or near London. This is now well known locally as "the Sarnia branch," forming part of the trunk line between the east and west. In 1857 the London and Lake Huron Railroad Company was chartered. It was to build from London to a point at or near Port Frank, but the project never reached St. Thomas, Middlesex, and Elgin having held aloof when it was supposed they would have aided, it became necessary three years later for London to again step to the front, which she did to the extent of £28,000 in debentures and £5,000 in cash, and the following year a further sum of £30,000 was granted. On October 2, 1856, the road was opened. The history of the road was commonplace and uneventful till 1872, when the need of repairs to the roadbed and of

NO. 2 FIRE STATION.

NO. 3 FIRE STATION.

fruition. The first public record in connection with the London and Port Stanley Railroad appears in the Council Proceedings of 1853, when at the first meeting in January Murray Anderson moved, seconded by John Carling, that the Mayor, Edward Adams, call a meeting of the citizens to consider the project. The meeting was favorable, and as a result the company was incorporated in May, and in the following August the Corporation decided to take stock in the road to the extent of £25,000. additions to the rolling stock became so apparent that something had to be done, and in that year the road was leased to the Great Western for a period of twenty years. This course had been mooted five years previously, in 1867, when the returns showed that the earnings of the road for the year had been $42,759.91, an increase for the year of $3,651.66. The Michigan Central Railroad was given running powers over the road north of St. Thomas in 1886, and still retains this privilege. On the lapse,

by efflux̄ion of time, of the lease to the Great Western it was not renewed, and after a good deal of negotiation, during which London bought the interest of St. Thomas in the road, the lease passed into the hands of the Lake Erie and Detroit River Railroad, which now operates it. Of the original incorporators of the company but three are alive — E. J. Parke, Murray Anderson and Freeman Talbot. The latter may indeed be dead, but there is no record of it at hand; he removed many years ago to Minnesota. The others were G. W. Boggs, W. D. Hale, G. R. Williams, Robert Thomson, Wm. H. Higman, J. M. Batt, Boyce Thomson, Lawrence Lawrason, Lionel Ridout, S. S. Pomeroy, Elijah Leonard, Wm. Smith, S. Morrill, E. W. Hyman, Thomas C. Dixon, Alex. Anderson, Thomas Carling, Edward Adams, Samuel Peters, John H. Labatt, Wm. Barker, Daniel Harvey, Murdoch McKenzie, Crowell Willson and Cyrenius D. Hall. It is not generally known that, barring a few short lines without passenger traffic, which operate between mines and the seaboard, the proportion of earnings to working expenses, and the earnings per train mile, are greater on the Port Stanley than on any other railroad in Canada. In 1870 the project of the London, Huron and Bruce Railroad was first publicly mooted, and in 1871 the citizens voted for a by-law giving a bonus of $100,000 to that line. The road was opened in 1875, and in the following year was amalgamated with the Great Western system. London was connected with the Grand Trunk in the building of that road westward from Toronto, in 1859, but the London branch was what is known in railroad parlance as a "stub line," running from the main line at Stratford. The first Grand Trunk depot was located on the south-eastern outskirts of the city. It was an old frame shed, used alike for freight and passengers, but soon gave place to a brick structure which is still standing and used as a mercantile warehouse. The location was inconvenient, however, and the passenger station was removed to an old wooden shed at the junction of Bathurst and Burwell streets with the Hamilton Road. This was destroyed by fire in 1872, and was replaced by a neat brick structure, subsequently abandoned on the amalgamation of the Grand Trunk with the Great Western. This fusion took place in 1882, and London then became the central point of a railway system radiating to the four cardinal points of the compass, and for all practical purposes to the whole thirty-two points. In 1887 the Canadian Pacific Railroad entered London, and thus gave us a direct line on Canadian soil to the whole Northwestern Provinces and Territories and to the Pacific Ocean, in addition to furnishing a competitive route to many

JUDGE WILLIAM ELLIOT.

JUDGE EDWARD ELLIOTT.

THE LATE JUDGE DAVIS.

RESIDENCE OF VERSCHOYLE CRONYN.

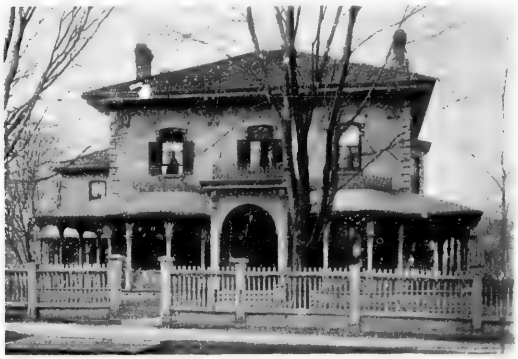
RESIDENCE OF C. W. LEONARD.

points in Ontario, the Eastern and Western States and the seaboard. So much for the rise and progress of railroad facilities in London, which is the most advantageously situated, so far as railways are concerned, of any city in Canada. As before said, more trains arrive at and depart from London daily than from any other point in the Dominion. This general description should be supplemented by a glance at the map given on another page, whereby there may be obtained a better knowledge of London's peculiarly fortunate situation as a railway center. It will be seen that the whole area of the most fertile portion of Ontario is tributary to this city as its commercial and manufacturing metropolis.

RESIDENCE OF JOHN LABATT.

It may be broadly stated that London has never been without a public market place. Almost coincident with the first settlement a frame building was erected on the court-house square for market purposes. It was shortly afterwards removed to the present site, but this did not prove

RESIDENCE OF F. E. LEONARD.



RESIDENCE OF T. H. CARLING.

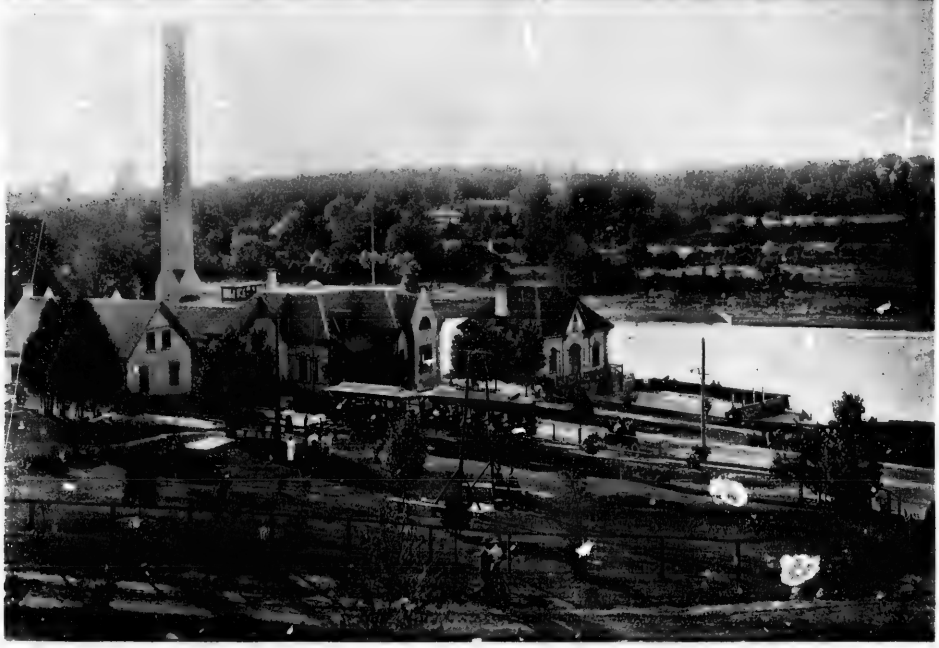
satisfactory, and it was again shifted to what was the extreme south-eastern portion of the village, on Wellington street. Here, again, dissatisfaction arose, and the market was moved to the site of the present Grand Trunk station, from whence it was finally taken and placed on the present Market Square. This was in 1853, when a lot was purchased on Dundas street, from L. Lawrason, for an entrance. For this land £25 per foot was paid. This is the present Market Lane, but it may not be generally known that four feet of this lane is private property, and it is closed up periodically for a few hours so that the title shall not lapse by prescription. It was also resolved to go on with the town hall, but a bitter fight arose as to whether it should face on Richmond street or the Market Square. The form of the original building would suggest that a compromise was reached, so that either side might be called the "front." The total amount of the various contracts for this building was £7,501 10s. 3d.; but who shall compute its total cost as it stands to-day? Market fees were an institution from the first, but the first record of the privilege of collection being sold appears in 1843, when Maurice Baker paid £169 17s. The following year Alex. S. Armstrong paid £251—an odd figure, probably based on a belief that the generally accepted value of the privilege was about an even thousand dollars. In 1843 also we find the first record of what was afterwards quite common till the fees were abolished—a man before the Magistrate for failing to pay the market fees. His name was Wm. Cahill, and he was ordered to pay the fee of two shillings and a fine and costs amounting to thirteen shillings and ninepence. In the same year John Schofield purchased a pig which had not been taken into the public square, and for this act against the public weal he was condemned to pay a fine of ten shillings and eight shillings costs. The first record of market prices, beyond the offering of one dollar in goods for a bushel of wheat, appears in 1850, when we find the following: Fall wheat, 3s. 5d. per fifty pounds (within a couple of cents of a dollar per bushel); spring wheat, 2s. 9d. (79 cents per bushel); oats, 1s. 3d. per bush.; timothy seed, 7s. 6d. per bush.; hay, 55s.; straw, 25s.; flour, 7s. 6d. per cwt.; potatoes, 1s. 10½d. per bush.; apples, 2s. 6d.; pork, 20s. per cwt.; beef, 2d. per lb.; mutton, 2d.; butter (salt and fresh), 7½d. per lb.; eggs, 7½d. per doz.; geese, each, 1s.; fowls, 7½d. per pair; turkeys, 2s. 6d. The month was February, and the outside prices are quoted. The figures, however, are of interest only as a reminiscence—they point no moral. The conditions of life in this locality were then so utterly different from now that comparisons on such a basis would be not, as the song says,

ROW OF COTTAGES ON WATERLOO STREET NORTH.

"cruel," but altogether absurd. About the period spoken of a second generation of business men began to appear on the scene. Dennis O'Brien, the pioneer, had just retired, called the first generation of its commercial men. It will be noticed that the growth was most marked in the mercantile, hotel-keeping and professional lines, while an

and it is interesting to note who were the leading commercial spirits of that day, showing as it does the progress that had been made in London during what may be observer of to-day would say that the most marked characteristic of London is its manufacturing population. At this point pardon a digression, which is more or less pertinent.

It is a noteworthy fact that, while other industries have flourished, distilleries have never gained a permanent foothold in London. At one time or another there have been four, but none exists to-day, nor has there been one for over a generation. It is related of Dennis O'Brien that he ascribed his commercial downfall to his distillery. Some might regard this as pointing a significant moral; others might quote the success of distilleries elsewhere, and hint that the failures in London were in some measure



THE WATERWORKS AND SPRINGBANK PARK.

due to the number of illicit or "moonshine" stills in operation in this neighborhood. That, however, is beside the question; the fact remains. But to return to the business list of 1850. It was made up as follows:

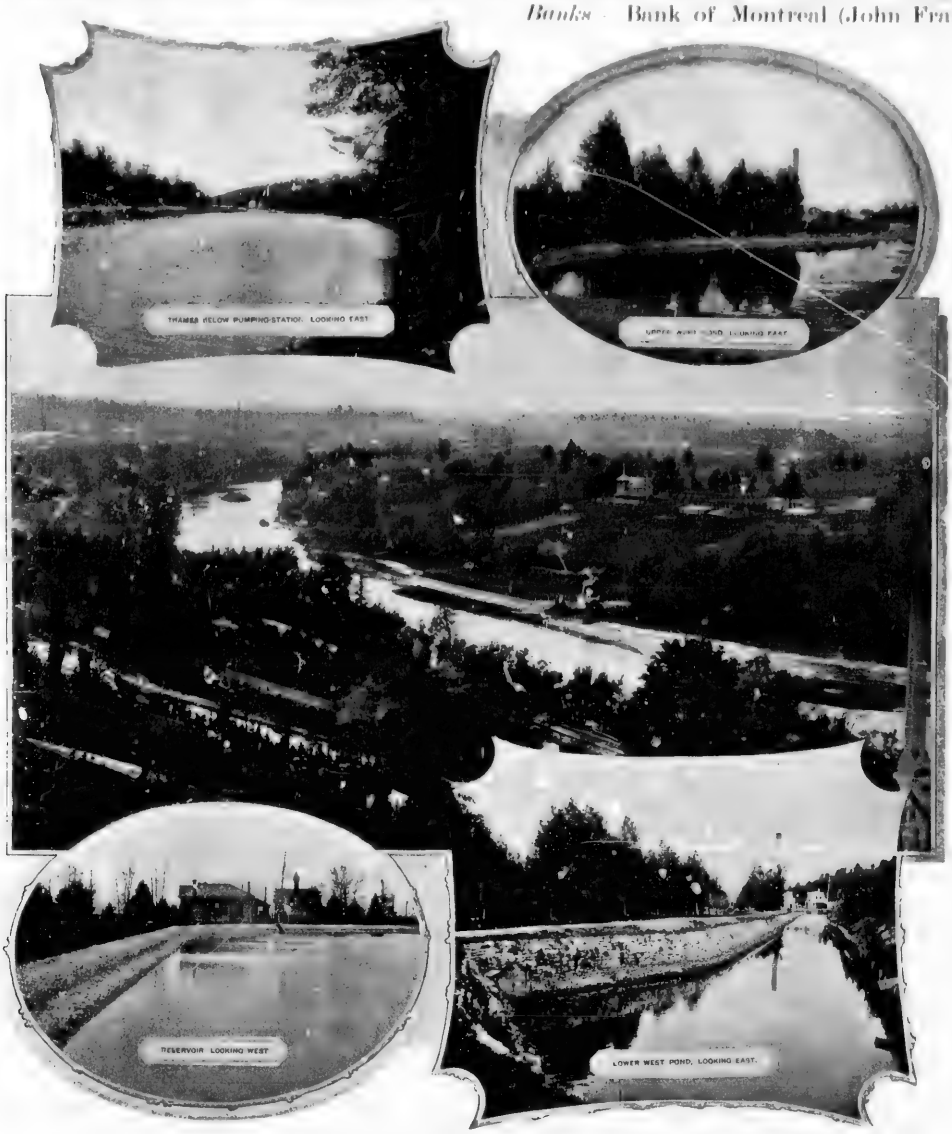
Auctioneer — John Talbot.

Booksellers — F. B. Beddome, J. Gillean, J. M. Graham, Robert Reid.

Brewers — W. Carling, John Dimond, Eccles & Labatt.

Builders — Thomas Code, J. Elliott, Green & Bros., Geo. Watson, Winson & Screaton.

Banks — Bank of Montreal (John Fraser, manager), Bank of Upper Canada (James Hamilton, manager), Commercial Bank (Chas. Monsarratt, manager), Gore Bank (W. W. Street, manager).



SPRINGBANK, LOOKING NORTH-WEST, AND MAYOR LITTLE'S SUMMER RESIDENCE.

Chandler — Henry Dalton.

Cabinetmakers — E. P. Ellis, J. B. Merrill, Mountjoy & Sons, W. Till.

Carriage Builders — M. Holmes, A. Lawrie, Plummer & Pacey.

Commission Merchant — Wilson Mills.

Dry Goods Merchants — Adair & Thompson, Matthew Collovier, B. Cox & Co., Wm. Gordon, G. M. Gunn, Daniel Macfie, Francis McGill, Geo. G. Magee, Matt. McGill, J. G. McIntosh & Co., R. S. Murray & Co., John Phillips, John Raymond, Tyas & Williams.

Druggists — B. A. Mitchell, John Salter, John Williams.

Distillers — Wm. Moore, Samuel Peters.

Founders — M. Anderson, Jackson & Elliott, E. Leonard.

Grocers — E. Adams, T. H. Buckley, Wm. Glass, Hugh Macfie, D. Murphy, A. Paull, Hugh Rose, Frank Smith, A. & G. Smyth, Robert Wilson.

General Merchants — Hope, Birrell & Co., Lawrason & Chisholm, J. C. Macklin.

Hotels — Wm. Balkwill, W. Barker, J. M. Bennett, W. B. Lee, John Smyth, S. Smith, David Thompson, and the following, personally kept by the persons whose names they bear: Matthews' Hotel, McDowell's Hotel, Macfie's Hotel, Robertson's Hotel, Strong's Hotel, and Robert Summers' Hotel.

Hatters — Thomas C. Dixon, E. Raymond.

THE LATE E. W. HYMAN, First Water Commissioner, 1878.

J. R. MINHINNICK, Water Commissioner, 1878.

WM. ROBINSON, Engineer, 1878.

EX-ALD. JAS. EGAN, Chairman No. 3 on passage of Waterworks By-law.

J. C. JUDD, Water Commissioner, 1897.

R. K. COWAN, Water Commissioner, 1897.

J. M. MOORE, Engineer, 1897.

O. ELLWOOD, Secretary, 1897.

Hardware — L. Ridout.

Insurance — W. H. Childs, J. Franklin, H. Lambkin, Alex. Macdonald, S. S. Pomeroy.

Livery — J. Coote, John Jennings, W. T. Kiely.

Lawyers — Henry Becher, R. Becher, James Daniels, Wm. Horton, E. Jones Parke, Thomas Scatcherd, J. F. Saxon, J. Shanly, D. M. Thompson, John Wilson, Counsellor Hughes.

Miller — Roger Smith.

Printers and Publishers—W. Sutherland (Free Press), Lemon & Hart (Times) H. T. Newcombe.

Physicians—A. Anderson, David Farrow, Henry Going, A. McKenzie, Charles G. Moore George Southwick, Thomas Phillips.

Sash Factory—Wm. Bissell.

Saddlers—Robert Darch, Robert Fennell, Joseph Gibbins, W. King, D. O. Marsh.

Tailors—J. Glen, W. Hall, P. McKithick, Stewart Bros., E. Yealland.

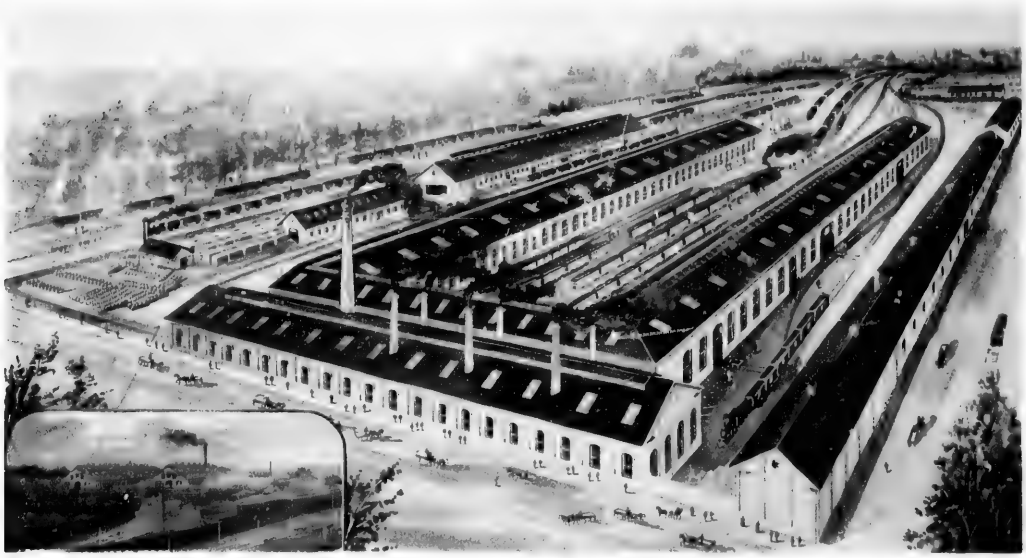
Tanners—E. W. Hyman, Simeon Morrill.

Tinsmiths—John Jarmain, S. McBride.

Watchmakers—Henry Davis, R. J. Jeanneret, Wm. Dewey.

[NOTE.—This list is doubtless incomplete. I found it originally very much so, and have added several names obtained from various sources, besides correcting a good deal of misspelling of names in the list as I found it.]

This may be described as the period of the Renaissance in London. A short time before, in 1844-45, the place had been ravaged by two destructive fires which practically wiped out the whole business section, so that building operations had, as it were, to be begun de novo. The first fire occurred in October, 1844, and destroyed the whole of the block bounded by Dundas, North, Talbot and Ridout streets. Six months later, in April, 1845, the second great fire occurred, and for many years it formed an epoch in London's history. The place had then been incorporated as a village for five years, but, like many if not all of the villages even of the present day, the facilities for battling with fire were of the crudest description. The first volunteer fire brigade had been organized three years previously, but it was merely a bucket affair, a by-law compelling every householder to keep a leathern bucket, painted black, in a convenient spot for use in case it should be required. This answered all purposes till the first great fire, when the late Hon. G. J. Goodhue purchased a "fire engine," a machine that in these latter days would be graded somewhat higher than a watering can, but lower than a lawn sprinkler. It was worked for a few minutes in the second conflagration, when the spread of the flames caused it to be abandoned and it shared in the general destruction. The fire originated in the Robinson Hall, on the south-east corner of Dundas and Ridout streets, and in a great deal less time than it has taken to compile these facts some three hundred buildings of various styles of architecture, but all of wood, were turned to ashes. The burnt district extended from Dundas street to the river, Ridout and Talbot streets being the western and eastern



BIRD'S-EYE VIEW OF GRAND TRUNK CAR SHOPS.

boundaries respectively. Within this area but one house was left standing, the Balkwill House, kept by Mr. John Balkwill, the President of the village. It stood on the site of the present City Hotel. While this fire in its full extent was probably never foreseen, it is curious to read of the precautions prior to it to prevent any fire. Two years previous Alex. Lowrie, a carriagemaker, had been fined 9s. 9d. for starting a fire on Talbot street to set a wagon tire, and in the same year John Gray, he having received a box of lucifer matches, was ordered by the village board to remove it to a distant outhouse, as it was considered dangerous to allow the box to be kept in a store. There was also a clause in the village by-laws providing for a penalty should the water tanks be opened except in case of fire, and the records show that it was an offense against the majesty of the law, punishable by a fine, to permit a chimney to catch fire. There have since been fires in London of great magnitude, considered commercially, but none that can be spoken of as a calamity entailing suffering and personal hardship of so universal a character on the people of the section. Both in kind and degree, it was, proportioned to population and wealth, a greater calamity to London than was the great fire of 1871 to Chicago.

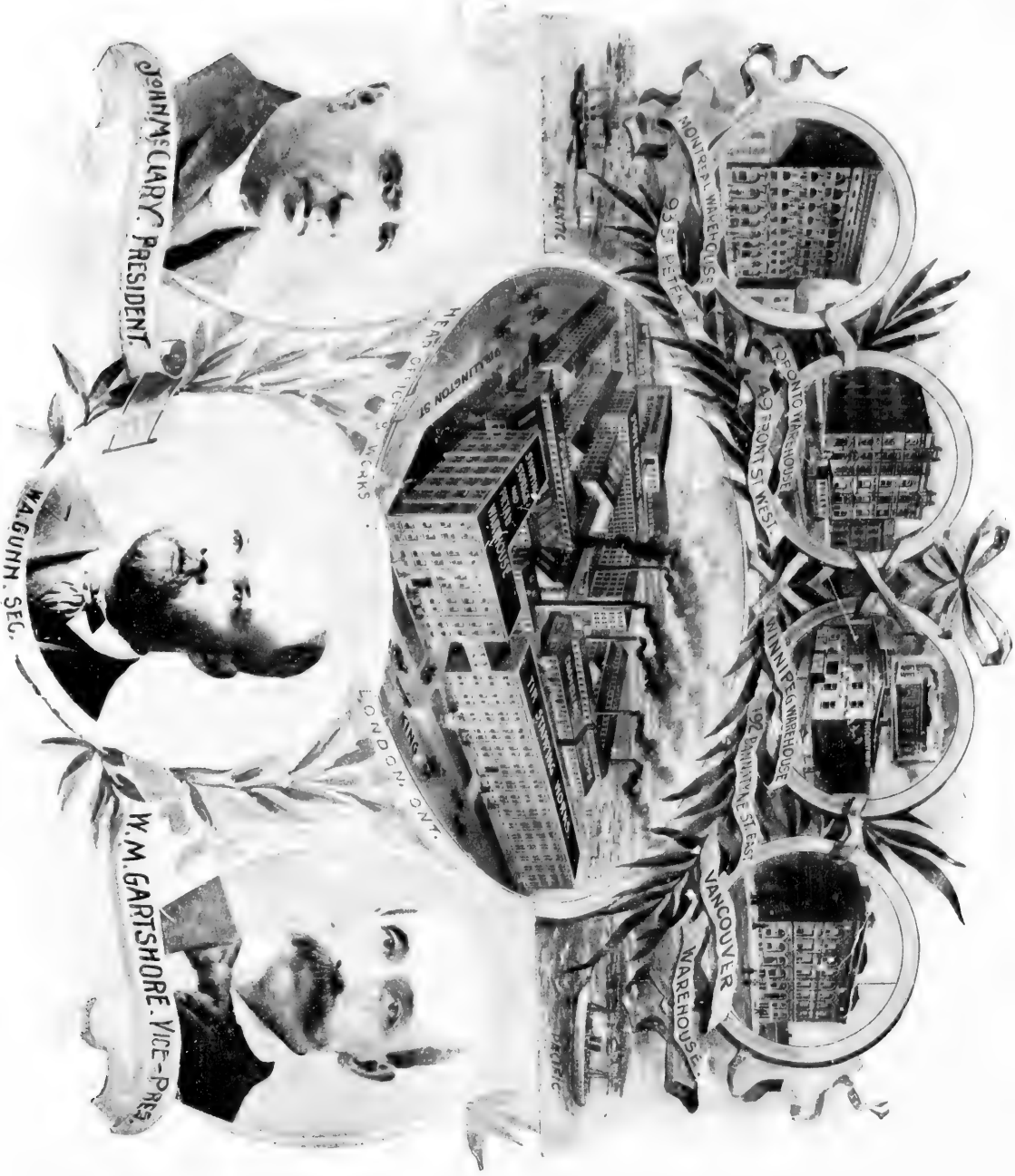
VERSCHOYLE CRONYN.
Oldest native-born within city limits.

E. JONES PARKE.
Police Magistrate.

JUDGE DAVID JOHN HUGHES,
Town Clerk, London, 1840.

A. S. ABBOTT,
Ex-City Clerk.

In 1854 the commerce of London had reached such proportions as to justify the creation of a customs district, with headquarters here. Dr. Hiram Lee was the first collector, holding the office for two years, when he gave place to his brother-in-law, J. B. Strathy, who continued in office till 1878, when Robert Reid, the present collector, was appointed. At the beginning the ground floor of the store opposite the Market Lane was large enough to accommodate the business. But only for a short time, when a removal was made to the buildings opposite the City Hall, thence to the Albion Block, where the Customs House remained till 1872, when a portion of the present building, the construction of which began two years previously, was occupied. As showing the growth of London commercially, a few figures gleaned from customs returns are given, but the intelligent reader will know that, while the figures are correct, the conclusion reached therefrom can only be approximate. The varying rates of duties, and fluctuations in periods of imports and release of goods from bond, will cause variations in the amount of duties collected without being an accurate reflex of the amount of trade done in the district in any certain specified time. In the first



THE McCLARY MANUFACTURING COMPANY (LIMITED).

year the imports at the port of London were to the value of £232,552, while the exports were £77,973. The following year the imports increased to £293,998, and the exports decreased to £75,433. These figures prove the increased purchasing capacity of the people, but little beyond that. Coming to more recent times, the receipts for customs duties in 1871 were $233,126. The following year there was an increase of about $30,000 in the duties collected, while in 1873 the sum decreased to $214,970. This was raised to $304,888 in 1874, and from that period increases were the order of each year save one (1880) till 1881, when the figures had reached $541,724. Since that period the amount of duties collected each year has hovered around the half-million mark, ranging from $581,697 in 1887 (the highest) to $447,000 in 1895 (the lowest). As before said, these figures give but an approximate idea of the volume of trade. To make them accurate would involve an analysis of all the varying rates of duty in the meantime, and even then the entries in anticipation of tariff changes would form a factor in the calculation, so that mathematical accuracy is as much out of the question as it is unnecessary. The figures, however, are fairly indicative of London's growth commercially, and as such they will stand.

CONSTRUCTION OF ST. RY., COR. DUNDAS AND RICHMOND STS.

INAUGURATION OF THE TROLLEY IN LONDON, 1895.

As bearing upon the industrial interests, the inland revenue returns are in some directions better indices of prosperity than the customs collections. Premising that the whole internal revenue collections of the Province are in about the proportion of two and one-sixth dollars to each unit of the population, the collections in London may be said to be about eleven dollars to each unit. These figures are in the rough, and of course do not show a relatively heavier tax on Londoners. They show rather that in the excise district of London manufacturing is carried on for consumption outside of the district; in other words, London is a manufacturing center. This proof is not absolute, as goods may be made elsewhere and excised in London, but in such case the proof is that London is a distributing point. The total amount of accrued revenue from excise in London in 1894 was $349,865.98, made up

as follows: Spirits, $81,073.21; malt liquor, $300.00; malt, $61,498.20; tobacco, $66,612.93; cigars, $128,143.32; petroleum, inspection fees, $11,855.72; other receipts, $382.60; balance from last year, $1,179.00.

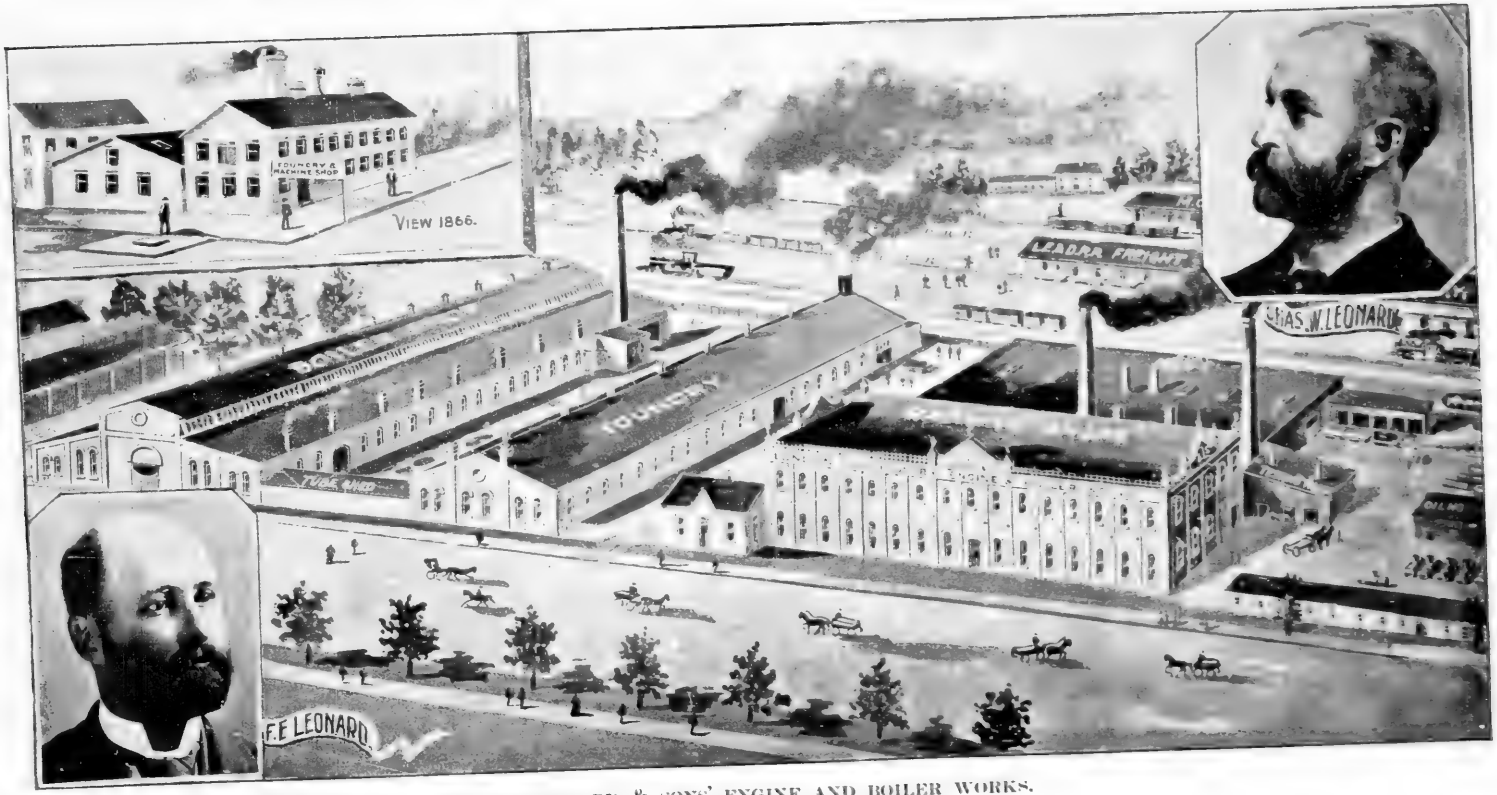
There is no other city in Ontario that manufactures as many cigars as London, and only one city in the Dominion where more are manufactured. In 1895 the cigarmakers of London used 350,192 pounds of raw leaf, from which they manufactured 21,279,875 cigars.

London is rightly the headquarters of the Western Ontario Commercial Travellers' Association, and some idea of the magnitude of London's wholesale concerns may be formed from the fact that this organization numbers in the neighborhood of five hundred members. They cover commercially the whole of Western Ontario, while those in many lines travel from the Maritime Provinces on the Atlantic to British Columbia on the Pacific. The Association was formed in 1876, and incorporated four years later. The present secretary, Alf. Robinson, has held office for fourteen years. The Association has an insurance scheme for death, accident and sickness, and is a flourishing organization financially.

LONDON STREET RAILWAY POWER HOUSE.

MOONLIGHT EXCURSION CAR.—LONDON STREET RAILWAY COMPANY.

It goes without saying that London's commercial supremacy, while the result in a large degree of the excellent railroad system of which it is the hub, arises mainly in the first place from the agricultural richness of the country surrounding it. Middlesex is one of the most favored counties in Ontario, and it is surrounded by counties of so like a nature that the Western Peninsula forms a more fertile tract, with more diversified productions, than exists anywhere else under the sun. This is not rhodomontade. It is the cold fact, the literal truth. Draw a line northward from the Niagara River to the Georgian Bay, and westward of that line in Ontario will be found an area the equal of which, for fertility and diversity of production, is to be found nowhere else on earth. Speaking more particularly of our own local district, this is a section not alone noted for its roots, fruits, cereals, and live stock, but here is brought to perfection the process known as "mixed farming," special attention being paid to the dairy industry.



E. LEONARD & SONS' ENGINE AND BOILER WORKS.

Of all the counties in the fertile section west of Toronto, Middlesex stands second both in the number of its cheese factories and of its creameries. In the production

THE LATE SHERIFF WM. GLASS.

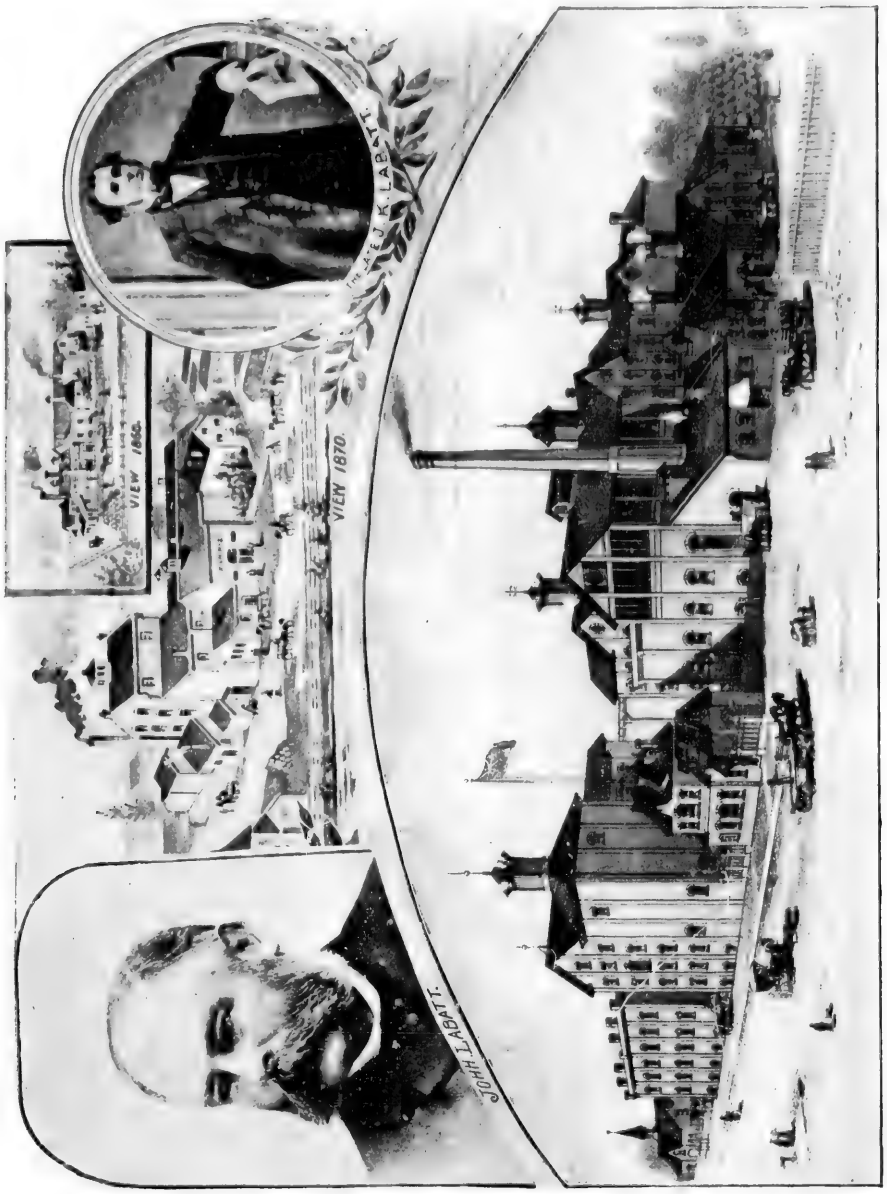
of wool it is sixth, some of the more hilly counties outranking in this particular, and it is third in the raising of cattle. It stands easily first in the number of horses, while it is far and away ahead of all others in the lines of poultry and bees. The State of Michigan, though in the same latitude, is not so highly favored, for horses have to be imported from this section to prevent deterioration of the stock there. This is not generally known, nor is the still more enviable fact that the race horses of the famous "blue grass" region in Kentucky are constantly maintained by the importation of sires and dams from the country surrounding London. But a word with special reference to the dairy industry. The business was begun some years ago in a modest way, but its development has been systematic, and has reached enormous proportions. Able and scientific instructors, sent out at the instance of the Government, have had apt and intelligent pupils, and there is now no quarter of the universe from whence our cheesemakers fear competition, so far as the quality of their product is concerned. The cheese has not only reached a high degree of perfection, but it is of uniform excellence. From every point of view, the development of the cheese and butter trade has been of benefit to the district, and, keeping in view London's position with regard to shipping facilities, it cannot fail to be seen that advance along this line means progress for London.

The production of oil and salt is carried on to a large extent in the district, while the fishery interests on the north and south are considerable, and lumbering is a feature of the section known as the Ontario peninsula. The vineyard region has been highly developed, and all semi-tropical fruits are raised in abundance. Tobacco culture may be said to be in its infancy, as it is only of recent years that its cultivation on a systematic and extensive scale has been carried on, though the refugee negroes from the South raised more or less of it ever since their landing in this section. The raising of tobacco was carried on in what is now a portion of London, but was then the township of Westminster, while the American war was in progress. The plant was raised, however, for home consumption, and not for commercial purposes. The fact is worthy of note mainly as an indication of

SHERIFF CAMERON.

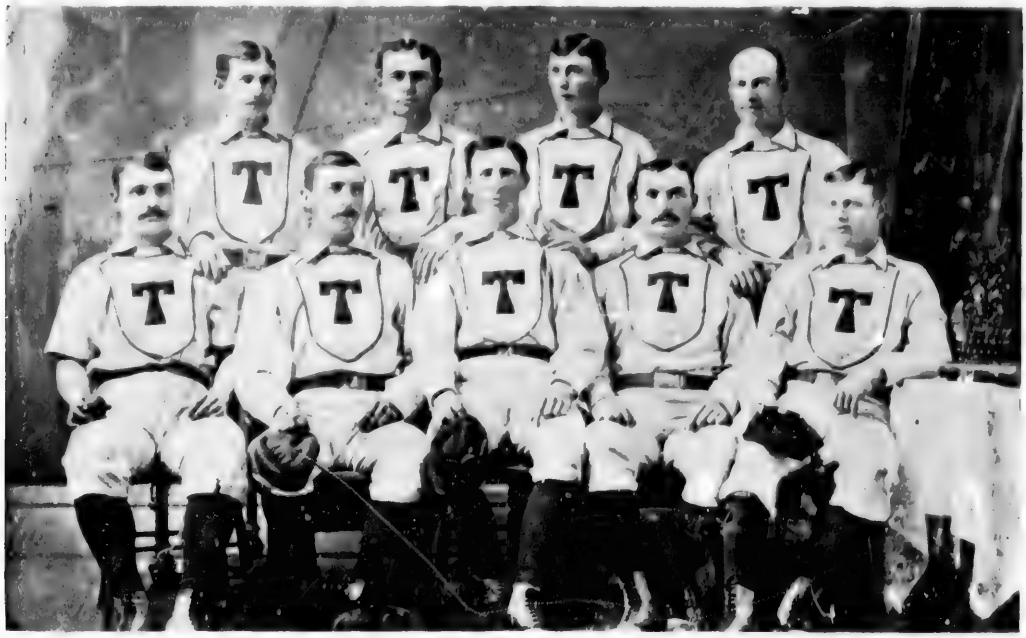
the nature of the soil in the immediate vicinity.

The productiveness of the surrounding country naturally enough suggested an exhibition to the pioneers, and those of us



JOHN LABATT'S BREWERY.

who visit the Western Fair of to-day have much reason to heed well the advice of old, "Despise not the day of small things," as we consider the development of this institution from its beginning. While London was yet a hamlet an agricultural association had sprung up in the surrounding country, and its first exhibitions were held on the court-house square. The date of the first is not ascertainable, but certain circumstances render it probable that it was about 1834, before London had yet attained the dignity of a village. The Horticultural and Mechanical Association of the town of London was not organized till sixteen years later, in 1852, the first officers being: President, Marcus Holmes; vice-presidents, Geo. W. Harper and John Wanless; secretary, J. C. Meredith; treasurer, John Brown; directors, James Daniells, L. Lawrason, Wm. Rowland, A. Lowrie, Wm. Ross, Elijah Leonard and Joseph Anderson. The Fair of the earlier period seems to have grown apace and flourished, and the square becoming too small for its accommodation, a move was made eastward, a site being selected near Adelaide street. This soon became unsatisfactory for some reason — it could not have been lack of room — and another shift was made, the site being transferred to the north end of Talbot street. Here a magnificent building — for those days — was erected, and here was held the first Provincial Fair in 1854. The building is still standing. Lord Elgin came from Quebec to formally open the Fair and proved an immense drawing card. Tradition says that thirty thousand people were present on the principal day of the Fair. It is a thankless task to upset a cheerful tradition, but if thirty thousand people were ever on that lot at one time a pile driver must have been used to get them in place. However, making all allowance for the elasticity of figures under such circumstances, there was a very large attendance. When the Provincial Fair returned in 1861 new grounds had been acquired, the Crystal Palace, the pride of those days, standing at the junction of Wellington street and Central avenue. How the lands came to be the property of the city is an



WINNERS INTERNATIONAL BASEBALL TROPHY, 1877.

J. Knowdell. J. Hornung. W. Spence. E. Somerville.
F. Goldsmith. R. Southam. Phil. Powers. M. Dinnen. Herman Doescher.

HIS WORSHIP THE MAYOR AND

Henry Dreaney.
E. N. Hunt.
Edward Parnell, Jr.

W. H. Winnett.
J. W. Little, Mayor 1895-96-97.
R. W. Bennett.

Robt. A. Carrothers.
Stephen O'Meara.
F. G. Rumball.

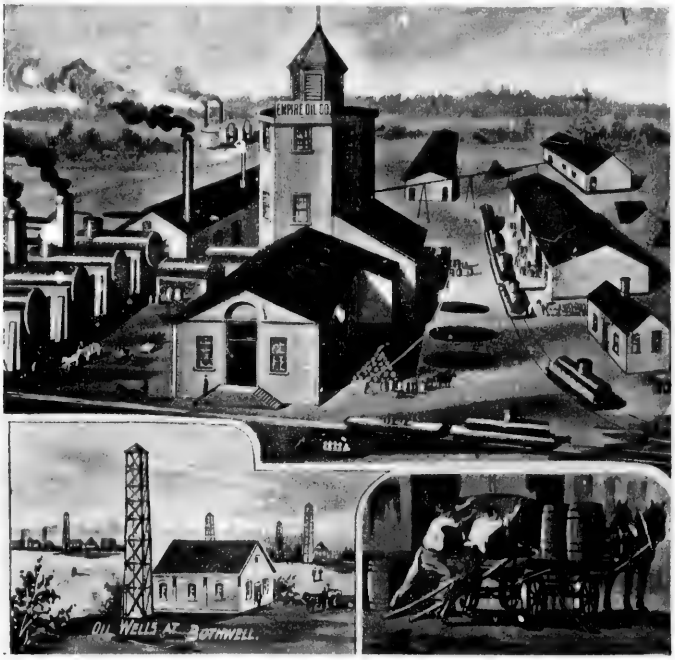
ALDERMEN FOR 1897.

G. W. Olmstead
Chas. Taylor.
Joseph Johnston.

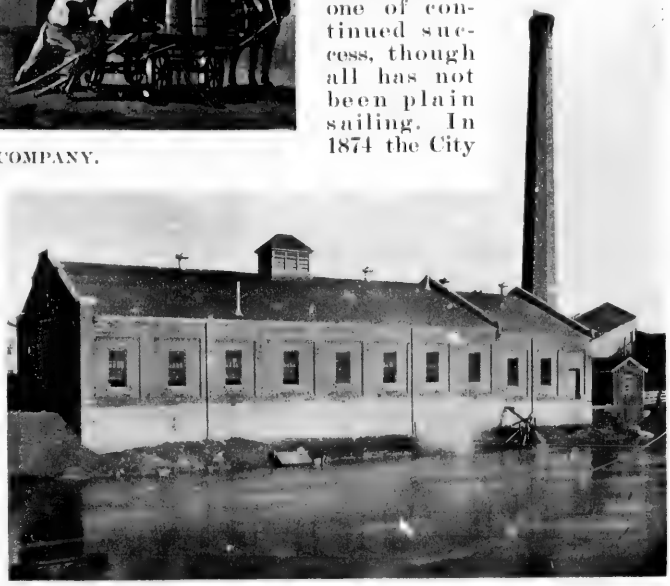
Sam. E. Stevely.
Neil Cooper.
Wm. Geary.
Hugh M. Douglass.

John Nutkins
John Turner.
J. W. McCallum

interesting tale, not generally known. They were part of the ordnance lands, and Mr. John Carling, as city member, tried to purchase them from the Government for the city. Mr. Vankoughnet, Commissioner of Crown Lands, refused to sell, but offered to make an exchange. The city owned a plot of about twenty-four acres on the Hamilton Road, at the south-west corner of the road leading to the Meadow Lily Mills, and this was offered to the Government in exchange. The report of the valuator, Mr. Emery, father of the present Mr. A. S. Emery, was not such as to cause the Government official to close the deal, and the matter laid in abeyance. In the course of time Mr. Vankoughnet died, and on the removal of the seat of government from Quebec, Mr. Coffin brought the matter to the attention of Mr. Carling, asking if it could not be closed. That gentleman communicated with the city authorities, with the result that London acquired the land at Mr. Emery's valuation. It proved a lucky transaction in more ways than one. The Fair held on these grounds proved such a success that the promoters felt that no pent-up London contained their powers. In 1867 the idea of a Western Fair, to which the whole peninsula should be tributary, was broached. The East Middlesex Agricultural Society and the City Horticultural Society fell in eagerly with the plan, and it was carried into effect the following year. Just exactly who mooted the project cannot definitely be stated. The suggestion was made casually in the course of a conversation between John Campbell, J. M. Cousins and W. Y. Brunton, as they stood in a group on the grounds watching the surging crowd. The idea was quickly seized, with what result we know. The record of the Fair is one of continued success, though all has not been plain sailing. In 1874 the City Council resolved to sell the Fair grounds, but afterwards rescinded the motion. The agitation for the sale was continued, however, and the question being left to the



THE EMPIRE OIL COMPANY.



LONDON ELECTRIC LIGHT WORKS.

MEMBERS AND EX-MEMBERS OF PARLIAMENT AND LEGISLATURE.

The Late Col. Walker, Ex-M.P. J. H. Fraser, Ex-M.P. Major Thos. Beattie, M.P.
C. S. Hyman, Ex-M.P. Chief Justice Sir Wm. R. Meredith, Ex-M.P.P. T. S. Hobbs, M.P.P.

KETTLE CREEK BRIDGE ON L. E. & D. R. R. — LENGTH 613 FEET, HEIGHT 73 FEET.

THE LAKE ERIE & DETROIT RIVER RAILROAD STATION, PORT STANLEY.

MILL CREEK BRIDGE ON L. E. & D. R. R. — LENGTH 547 FEET 8 INCHES, HEIGHT 76 FEET.

MICHIGAN CENTRAL STATION.

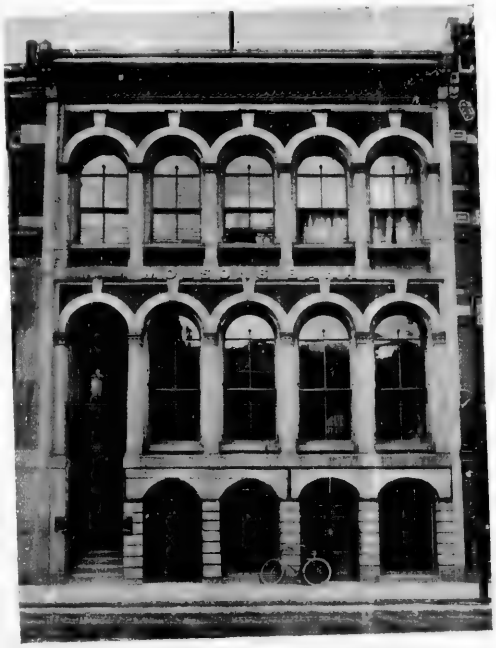
LONDON BASEBALL TEAM, JUNE, 1897.

Fred. Seifert. Arthur Sippi. Bert Sheere, Sec. Frank Gunther. Frank Snyder. Alfonso Connolly.
Chas. Sechrist. M. J. Carney. A. D. Holman, Manager. Pierre Ward. W. Hynd.
L. Johnson. Johnny Quinn, Mascot. W. Kershaw.

THE BANK OF TORONTO.

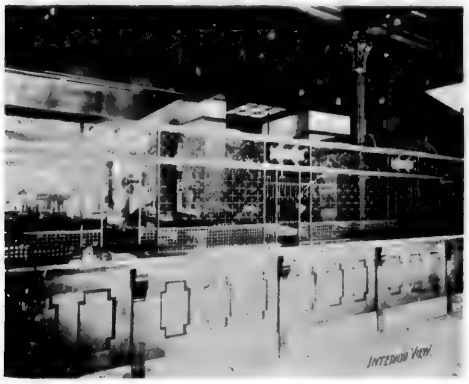
THE CANADIAN BANK OF COMMERCE.

ratepayers, they in 1880 decided by a majority of 93 that the grounds should be sold. The Council refused, or rather neglected, to carry out the wishes of the people, and indeed it was not till five years afterwards that a portion of the grounds was sold. This placed the Fair directors in an awkward place. The remaining portion of the site was too small, but, securing the Drill Shed and ordnance lands, and fencing in Great Market street (now Central avenue), very passable grounds and buildings were obtained, and the makeshift Fair passed off to the satisfaction of all concerned. The following year saw the institution on a new basis. The city had in the meantime become the owner of what is now known as Queen's Park, then called "Salter's Grove." The Council advanced funds to the amount of $70,000, new buildings were erected, and the present Fair site became an accomplished fact. It is far and away the best the Fair directors have ever controlled. The main building is 200 x 80, and cost about $25,000. Railway sidings run to the site on one side, and electric cars enter the grounds on the other. The cattle sheds are the best in the Province. Wm. McBride was the secretary of the Western Fair till his death at the foundering of the Victoria in 1881, when he was succeeded by George McBroom, who held office for eight years, since when the secretary has been T. A.



THE MOLSONS BANK.

Browne. In the early days the office of president was rarely or never held more than one year, but since 1887 Capt. A. W. Porte continuously held that office till his removal to Toronto in 1897, when Col. Leys



INTERIOR SECTIONAL VIEW. H. & E. L. & S. CO.

was elected to succeed him. The previous presidents had been as follows: 1868, Jas. Johnson; 1870, Jas. Johnson; 1871, Richard Tooley; 1872, Wm. Saunders; 1874, Jas. Johnson; 1875, John H. Griffiths; 1876, A.

THE HURON & ERIE LOAN AND SAVINGS CO.

S. Emery; 1878, Joseph Johnson; 1879, And. McCormick; 1880, George Douglas; 1882, John Plummer; 1883, John Kennedy; 1884, E. R. Robinson; 1886, Richard Whetter; 1887–96, A. W. Porte.

THE AGRICULTURAL SAVINGS AND LOAN COMPANY.

DANIEL REGAN,
President A. S. & L. Co.

A special feature of the Western Fair of late years has been what is known as the "attractions"—diversified performances alternating with the speeding of the horses. These have been under the superintendence of Mr. W. J. Reid, and have added greatly to the receipts of the Fair Board and enhanced the pleasure of the spectators.

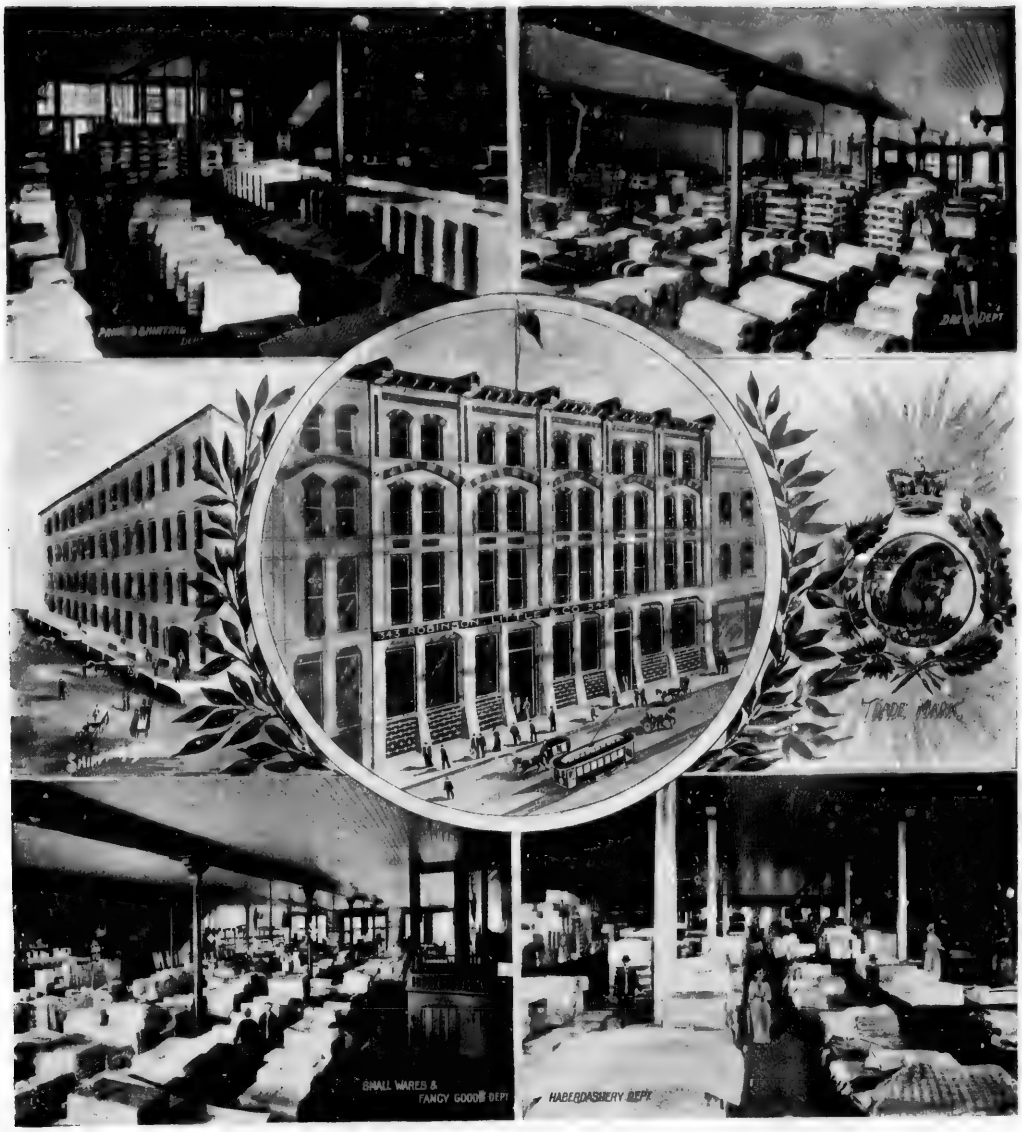
A fair test of commercial progress is to be found in the post office returns, and as such, a

few figures may be taken as showing London's development. These, however, are not to be taken as the full measure of the progress of the city, for the reason that they represent the business done at the London Post Office proper. There are four other offices within the city limits. These can scarcely be described as branch offices, inasmuch as all were in existence before they were included in the bounds of London city. They are rather subsidiary offices, to invent a phrase, and consist of London East, Ealing, Askin, and St. James' Park. London had been a settlement three years before, in 1829, it boasted of any post office, and the first one was so inconveniently situated

THE DOMINION SAVINGS AND INVESTMENT SOCIETY.

THE LONDON MUTUAL FIRE INSURANCE CO.

that it was fairly regarded as "out in the woods." It was a log house situated on North street, as near as can be calculated where the jog at present exists on the northern boundary of the grounds of the Convent of the Sacred Heart. G. J. Goodhue was the first postmaster, and he held the office, save for a short period when John Harris acted temporarily, till 1852, when L. Lawless was appointed, and continued in the position till his superannuation in 1880. The present incumbent, R. J. C. Dawson, succeeded. He has been connected with the office in one capacity or another since the appointment of Lawless as postmaster. His assistant, J. D. Sharman, has been in the office since 1859. The inconvenient position of the post office in early days led to a petition to the Government, which resulted in its transference to Goodhue's store, in the commercial district at the intersection of Dundas and Ridout streets. At the beginning there was but one mail arriving and departing each week. Now the number is practically countless, and there is one hour in each day in which no less than forty-five mails are made up, while every hour the process is going on. Shortly after the establishment of the post office John Nichols began on his own account,



ROBINSON, LITTLE & CO., WHOLESALE DRY GOODS.

with the Government's sanction, a system of postal delivery, charging one penny for letters and a half-penny for papers. This he continued till 1876, when regular carriers were appointed, and the free delivery of mail matter was inaugurated. From year to year since this system has been amplified, till now all portions of the city are served with a semi-daily delivery, while in the commercial districts there are four and five deliveries each day. As the business center of the place changed, the post office was removed to Richmond street, next door

T. G. MEREDITH,
City Solicitor.

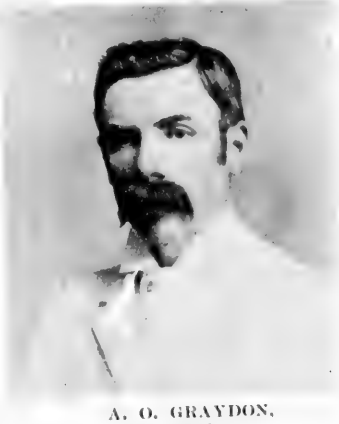
the date is not far distant when still further extensions will have to be made to accommodate the ever-increasing business. In the early 60's the revenue of the post office ran about $12,000 per annum. From that time on there were gradual increases. For the period 1876-86 the average annual revenue was $35,000, ranging from $28,000 to $44,000 in round numbers. In 1887 the revenue reached $46,000, and $47,000 the following year. Since that period the annual revenue has been, omitting the odd cents: 1889, $51,500; 1890, $51,700; 1891, $54,387; 1892,

C. A. KINGSTON,
City Clerk.

JOHN POPE,
City Treasurer.

G. F. JEWELL, F. C. A.,
City Auditor.

south of the present site, where it continued till 1860, when the new office, which had been in the course of erection for two years, was taken possession of. Ten years later extensive additions were made, and

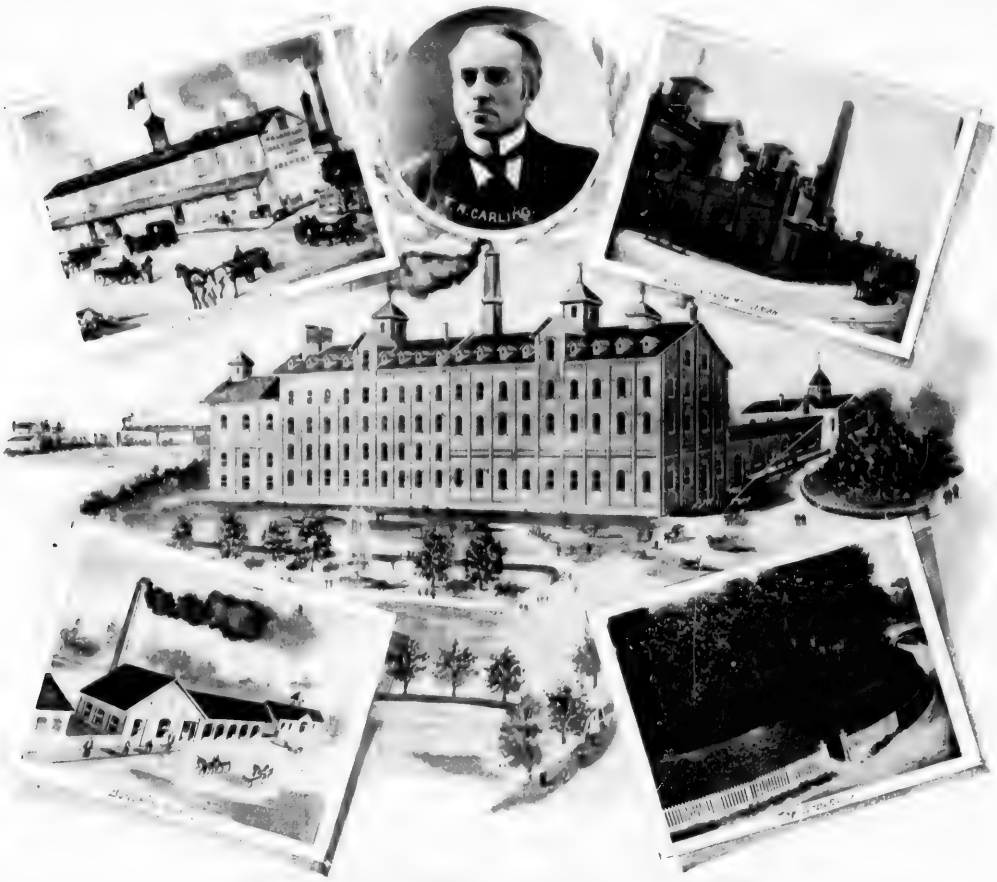


A. O. GRAYDON,
City Engineer.

STEPHEN GRANT,
City Assessment Commissioner.

$56,203; 1893, $58,264; 1894, $58,910; the return for 1895 showing in the neighborhood of $60,000. The money order branch of the London Post Office, as might naturally be expected in such a commercial center, is a most

important department. In the following table will be found some figures that will give an idea of the magnitude of this department of the postal service:



THE CARLING BREWING & MALTING CO. (LIMITED).

Year.	No. of money orders issued.	Amount of orders issued.	Amount of orders paid.
1883 —	4,867	$ 89,039 89	$ 280,451 47
1884 —	5,476	89,090 35	272,067 38
1885 —	6,018	101,018 55	314,544 09
1886 —	6,222	98,800 49	320,024 30
1887 —	6,606	93,870 55	317,569 90
1888 —	6,197	89,454 21	360,641 18
1889 —	6,167	89,048 48	358,081 44
1890 —	7,331	91,669 56	347,490 61
1891 —	8,281	91,511 72	370,292 71
1892 —	8,106	87,262 52	377,414 03
1893 —	8,634	88,701 00	375,551 69
1894 —	9,307	96,358 54	386,056 13

During the last postal year of which we have returns there were mailed at the London Post Office about 2,222,000 letters and 572,000 post cards for places within the Dominion of Canada, and 390,000 letters and 13,500 post cards for other countries. The number of books, circulars, transient newspapers, deeds, insurance policies, etc., amounted to about 692,000, parcels 9,000, articles of fifth-class mail matter 28,000, and registered articles 31,000. The total value of the postage stamps placed upon the above matter was about $97,760. As London is the distributing center for a large portion of Western Ontario, the amount of forwarding mail matter is very extensive. There were about 60,000 registered articles forwarded from this office during the last

LONDON HUNT CLUB KENNELS.

year quoted, and about 960 registered parcels received from Liverpool. The time of the night staff, which consists of four men, is almost entirely taken up in receiving, sorting and despatching forward mail matter.

The following table will give an idea of

T. H. SMALLMAN,
1st Vice-President London Hunt.

ADAM BECK, M. F. H.,
On "Longshot," now owned by His Grace the Duke of Marlborough, England.

DR. JAMES S. NIVEN,
Treasurer London Hunt.

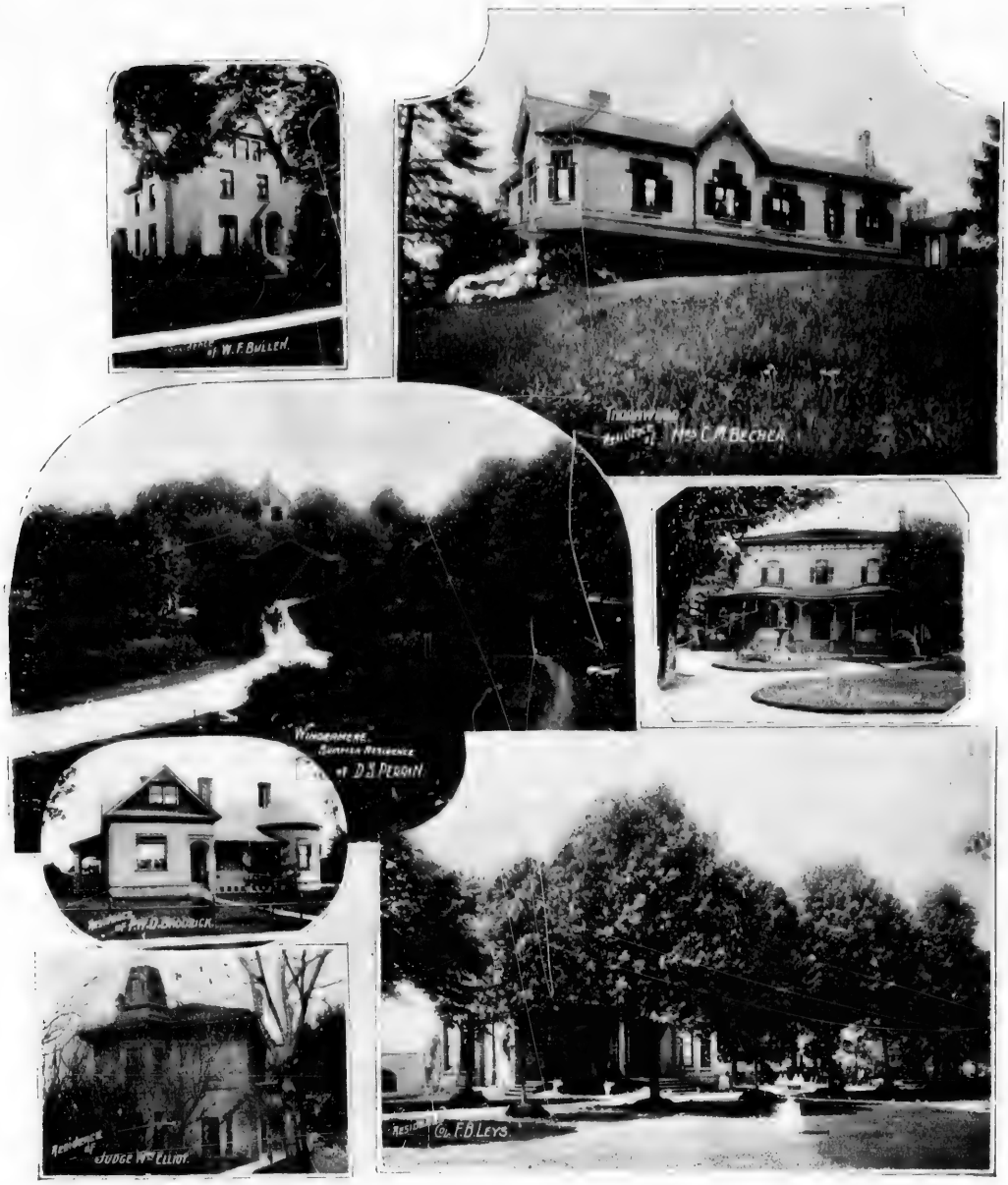
LT. BURNABY, R. E., on Fanny; LT. ANDERSON, 85rd REGT., on Murat; LT. LYSONS, ROYALS, on Red Indian
LT. ROMER, 14th REGT., on Moose; LT. PATTON, R. A., on Francis; LT. WINDHAM, ROYALS, on Wild Boy;

GRAND MILITARY STEEPLECHASE,
At London, Canada West, 9th May, 1843.

STEWARDS: CAPTAIN DAVENPORT, ROYAL REGT.; LT. FISHER, R. A.; LT. DOUGLAS, 14TH REGT.

From a litho. of painting by Lady Alexander; kindly loaned by John Labatt.

D. S. PERRIN & CO., BISCUIT AND CONFECTIONERY WORKS.



the transactions of the savings bank department of the London Post Office. It may be explained that these figures represent only the transactions recorded in books issued at the London office. So, while some of these transactions may have occurred at other offices, no account is taken of local transactions in which books issued at other

offices were used. In other words this table is made up from the ledger account kept at headquarters and not from the local books:

Year.	Deposits.	Withdrawals.
1885 —	$ 166,542	$ 120,903 57
1886 —	149,561	124,360 07
1887 —	173,035	114,966 42
1888 —	209,842	162,049 56
1889 —	163,286	139,362 50
1890 —	135,420	179,603 82
1891 —	114,250	150,620 61
1892 —	120,913	123,570 01
1893 —	125,287	122,308 09
1894 —	120,561	138,713 94
1895 —	108,319	128,098 49

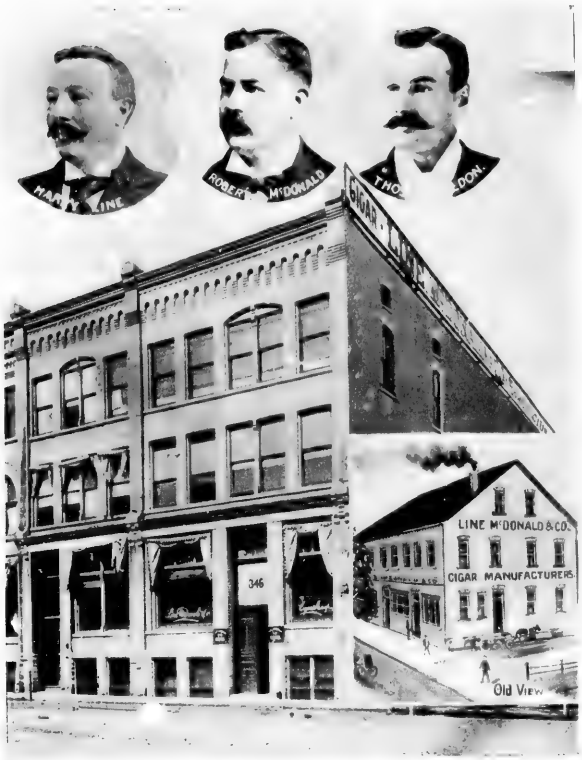
It may amuse amateur political economists to draw morals from these figures, but in reality they prove nothing beyond the fact that the wage earners of London are in general a provident class. The deposits may exceed the withdrawals, or the withdrawals be in excess of the deposits, in any given period, and the fact in either case gives us no basis on which to form an intelligent conclusion. The figures, never-

"INGLESIDE," RESIDENCE OF E. JONES PARKE, ESQ.

"WAVERLEY," RESIDENCE OF T. H. SMALLMAN.

RESIDENCE OF JOHN McCLARY.

RESIDENCE OF DANIEL REGAN



LINE, M'DONALD & CO., CIGAR MANUFACTURERS.

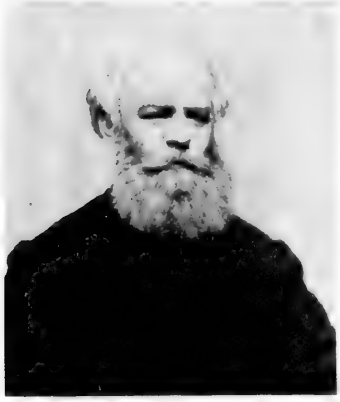
theless, are interesting. In regard to the postal revenue, however, there is a point that should not be overlooked, and that is the lowering of the cost of postage. The introduction of postal cards, and the increase in weight of letters, has no doubt decreased the revenue, but notwithstanding this London's revenue has gone on increasing. The fact is very gratifying, and is a sure sign of progress. But we must remember that London is the commercial and social center of a million English-speaking people, occupying a territory where illiteracy is at the lowest point.

JAMES MATTINSON,
Manager London Drug Co

There is no doubt that the newspaper press is an indispensable factor in modern commercial progress. The early history of newspaperdom in London is clouded in mystery. It seems to have been of the evanescent sort at first, and tradition takes the place of record. In 1831 Edward A. Talbot began the publication of the first newspaper west of Hamilton, but its name even is forgotten. It is supposed to have been published in London, but there is nothing available to prove even this. The first date that can be definitely fixed for a newspaper in London is 1840, when the Inquirer was published. In 1844 Lemon & Hart issued the Times. This later on became the property of J. Cowley, who published it in 1848. George Brown published the Western Globe in 1845, but it was printed at Toronto and sent to London for distribution. In 1848

KERRY, WATSON & CO., WHOLESALE DRUGGISTS, LONDON AND MONTREAL.

J. R. Lovell published the Gospel Messenger. In the following year, 1849, an official town crier was appointed by the council, so we may assume that newspaper advertising was still undeveloped. The official was W. Williams, and he continued his office till his death a few years ago. He rang a bell at prominent corners, and proclaimed auction sales, stray cattle, town meetings, entertainments, lost children, etc. The fact that he began his announcements with the old Saxon formula, "Oyez! Oyez! Oyez!" and invariably closed with "God Save the Queen!" used to excite mild amusement in later years, but it was probably an official formality when he was first appointed. Latter-day officers, whose delicacy of ear exceeds their erudition, have perverted the "Oyez" into "Oh! yes!" but this is by the way. The first directory of London was published in 1853, and it is interesting to note that in its advertisements there are found the names of ten persons who to-day follow the same occupations in London that they did at that period. They are E. J. Parke, J. H. Flock, and T. Partridge, junior, lawyers; A. G. Smyth and F. B. Beddome, insurance agents; John Law, brassworker; John Campbell, carriagemaker; B. A. Mitchell, druggist; Wm. Dewey, gold and silver smith, and E. Yealland, merchant tailor. Geo. Railton was the publisher of the first directory. A second one in 1856 was printed at the office of the Atlas, opposite the City Hall, Hunter & Culbert being the proprietors. In 1857 the Atlas became the Prototype (Marcus Talbot, editor), the other papers in



THE LATE C. HUNT, 1861-62-69.

ISAAC WATERMAN, 1879.

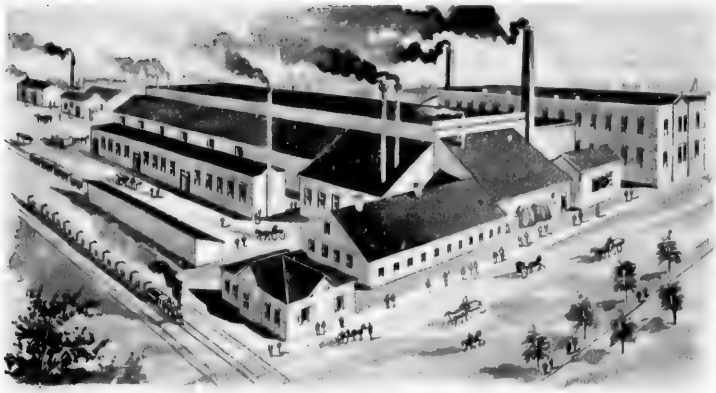
W. J. REID, 1887.

JOHN BLAND, 1893-94.

JOHN BOWMAN, 1895-96.

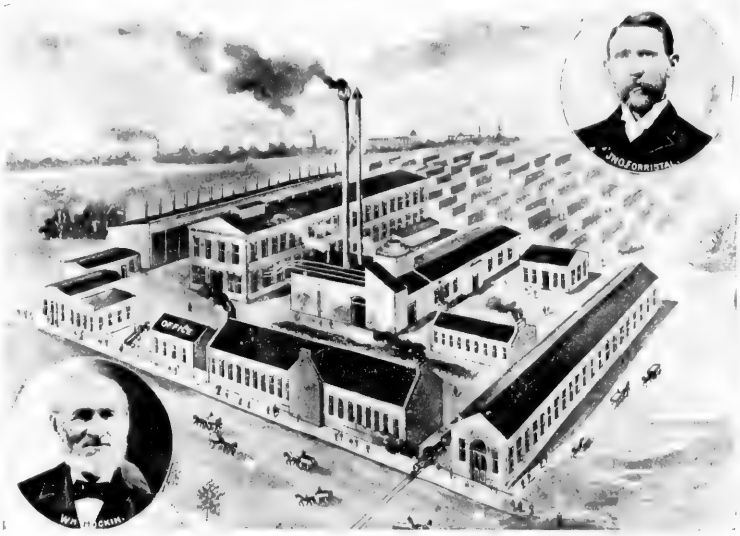
A. B. GREER, 1897.

EX-PRESIDENTS AND PRESIDENT BOARD OF TRADE.



THE CANADA CHEMICAL MANUFACTURING COMPANY (LIMITED).

the city at that time being the Free Press (J. & S. Blackburn), and the Herald, owned by A. Lepsy. Of late years several attempts have been made to establish a third paper in succession to the Prototype, which was conducted for many years by John Siddons, now of the customs service, and later under the name of the Herald, by Colonel Dawson, now of the militia service. The latest is the News, the only one that has succeeded in passing its first birthday. It was established in June, 1896. There have been changes in the staff, and Mr. C. B. Keenleyside is now and has been for some time the head of this enterprise. At this time there are three daily papers in London—the Free Press publishing morning and evening editions daily, the Advertiser and News evening only. The origin of the two latter is within memory—that of the former goes further back. The initial number of the Free Press was printed from a plant that had previously been used on one of the papers that had, prior to the troubles of 1836-7, been strong, not to say bitter, in denunciation of the "Family Compact." It was published at St. Thomas, by Thos. Watson Woodward. When news of the affair at Montgomery's reached St. Thomas, Woodward said to a crowd around him, "Well, boys,



THE LONDON AND PETROLEA BARREL CO.

JOHN CAMPBELL & SON, CARRIAGE WORKS.

A. M. SMITH & CO., WHOLESALE GROCERS.

I am a reformer, but no rebel," whereupon he abandoned his paper and shouldered his musket to assist in putting down the uprising. Thos. Parke, being about to become a parliamentary candidate, shortly afterwards bought the plant and had it removed to London. He in turn sold it to a man named Hartstaff, or Harkstaff, from whom it was purchased by W. Sutherland in 1849. He started the Free Press, and, after conducting it for a time, sold out to Josiah Blackburn in 1852. Three years later the paper was made a daily. The firm for many years was composed of that gentleman and his brother, Stephen Blackburn, but with increasing business it was transformed into a joint stock company, which it remains. Mr. Josiah Blackburn (now deceased) was for many years chief editorial writer on the Quebec Chronicle, and on the starting of the Toronto Mail he was selected as the chief of the staff of that paper, which position he retained for a length of time, when he returned to the Free Press. The Advertiser was founded in 1863 by John Cameron, its present head. Rev. J. H. Robinson had an office where the Evangelical Witness was published and job printing carried on. Early in the 60's Thomas Evans was in charge of this office and published the News, of which the late W. G. Moncrieff was editor. It failed in 1863, and the management of the office was given by Mr. Robinson to John Cameron. He soon began the publication of the Advertiser, the first number being issued on October 28, 1863. At the start it was non-political, but later espoused the Reform cause. The late Wm. Cameron afterwards became a partner, as also did W. J. McIntosh. The

JOHN M. DILLON,
Ex-President W.O.C.T.A.

THE TECUMSEH HOUSE.

former died in 1884, and the latter withdrew to become clerk of the Division Court in 1881. In the meantime the partnership had been changed to a joint stock company, which it still remains, John Cameron being principal stockholder. Early in the 70's the proprietors of the Advertiser established a paper called the Liberal in Toronto, but it was dropped after a few weeks as an unsuccessful venture. After the retirement of Gordon Brown from the managing editorship of the Toronto Globe, John Cameron took his place, Hon. David Mills becoming political editor of the Advertiser; but at the end of his term of engagement Mr. Cameron returned to the Advertiser, his interest in which he had retained in the meantime. The earliest record of newspaper prices appears in an advertisement of the Prototype in 1856. It was then a weekly, and the subscription price was 12s. 6d. if paid in advance, or 15s. if not so paid. Taking a bushel of wheat as a unit of value, a weekly paper was worth nearly four; now a paper immeasurably superior and containing at least four times as much matter may be had for one and one-half.

Two successful denominational papers have been published in London — the Evangelical Witness and the Catholic Record. The former was a well-written sheet, and continued to be an able exponent of its views up till the union of the various Methodist bodies, when its special field ceased to exist. The Catholic Record was started in 1878 by Walter Locke; the present proprietor, Thomas Coffey, soon afterwards coming into possession. It is firm in support of Catholic principles, but dignified and courteous in its utterances. The Industrial Banner is the organ of the Trades and Labor Council. The Farmer's Advocate was started early in the 60's by William Weld, and is now published by a company bearing the name of the founder, whose son, Mr. John Weld, is the manager. It is the only purely agricultural journal founded in Canada that has achieved lasting success. The Canadian Entomologist, a monthly magazine devoted to the interests of entomology, is also published in London. It is issued under the auspices of the Entomological Society of Ontario, and has a wide scope of usefulness in its particular field of labor. This journal dates back to the year 1868, Rev. C. J. S. Bethune being editor from its inception till 1873. Dr. Wm. Saunders was the next editor, filling that position till 1886, when Rev. Dr. Bethune again assumed the duties, and has continued in the position to the present time. The present officers of the

THE LATE SENATOR LEONARD.

HON. SIR JOHN CARLING, K. C. M. G., SENATOR.

THE FREE PRESS OFFICE.

Entomological Society are: President, J. W. Dearness, London; vice-president, H. H. Lyman, Montreal; secretary, W. E. Saunders, London; treasurer, J. A. Balkwill, London; librarian and curator, J. Alston Moffat, London. There are also sections for the study of other branches of science connected with the Society as follows: Microscopical—Dr. Hotson, chairman; Prof. J. H. Bowman, secretary. Botanical—I. Bond, chairman; Elliot Richmond, secretary. Geological—S. Woolverton, chairman; John Law, secretary. Ornithological—W. E. Saunders, chairman; Dr. W. J. Stevenson, secretary.

THE LATE WM. CAMERON.
Advertiser.

The last Dominion Government returns gave London a high rank as a manufacturing and industrial center, but it is not advisable to quote the figures here. In the first place, they were compiled before the reopening of the Grand Trunk car shops, giving employment to five hundred men, and several new and important industries not hitherto pursued here have since been started. For this reason the returns are incorrect now, whatever may have been the case when first made. But there is another reason for ignoring the figures, and to state it is to approach delicate ground if one is to avoid controversy. Objection has been taken to the Government statistics on the ground that they give the number of "factories," counting as a factory every place where industrial pursuits are carried on, whether the number employed

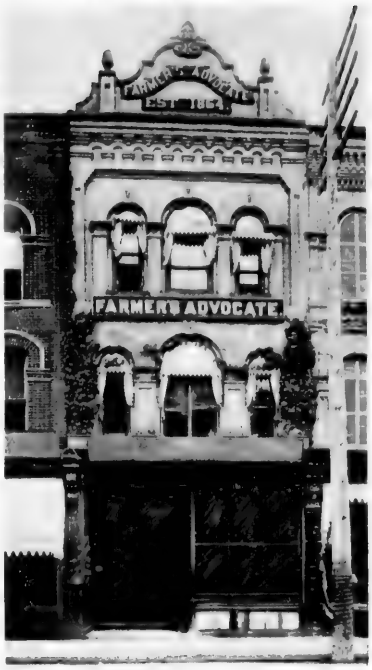
THE LATE JOSIAH BLACKBURN.
Free Press.

THE ADVERTISER OFFICE.

be one or one hundred operatives. The objection is perfectly valid if capital is made out of the number of factories. It has no weight if the figures are designed to show

THE LATE WM. WELD.
Farmer's Advocate.

the number of men employed. If a man spends a dollar in the city, it can make no difference in its commercial aspect whether he has earned the money laboring in a rude shed of his own construction or in company with scores of others in a mammoth factory. That, I take it, is so clear that it only needs to be stated to be admitted. So, then, it is nothing to the present purpose to specify how each man is employed. It is sufficient if none of our citizens are unemployed; and that such is the case is as true of London as of any city in Canada. It would not be absolutely true of any city on earth. It never has been since the world began, nor will it be so till

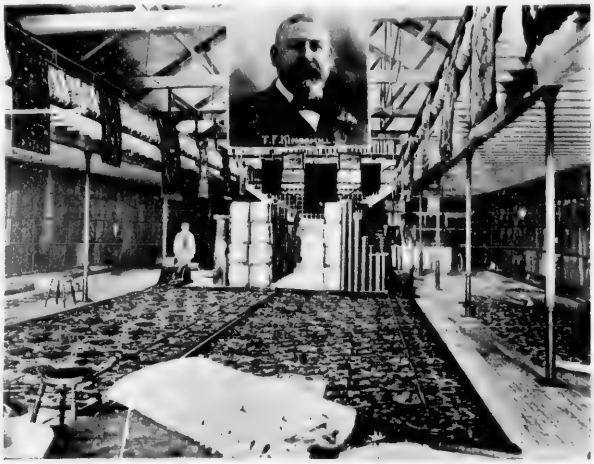


THE FARMER'S ADVOCATE AND HOME MAGAZINE OFFICE.

JOHN SIDDONS.
Oldest Editor in London.

the arrival of the millennial period.

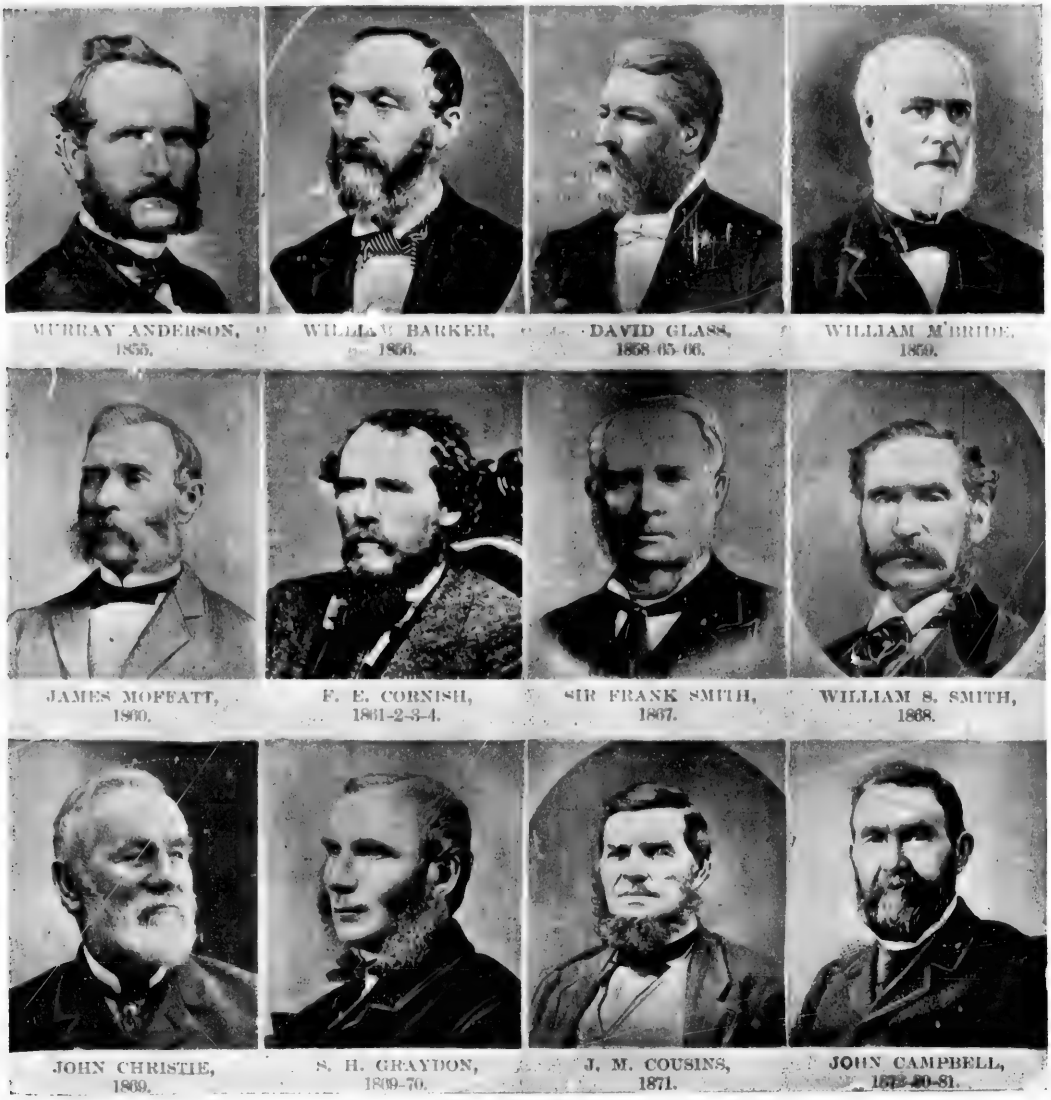
It may be considered superfluous to recapitulate at any great length the advantages that London possesses as a commercial and industrial center, or as a place of residence. From what has been said in statement of facts the intelligent reader can readily draw his own conclusions. He will have gathered that, in the way of railway accommodation, there is no better



T. F. KINGSMILL'S CARPET WAREHOUSE AND INTERIOR VIEW.

distributing point in Canada. Three trunk lines, with an equal number of branches, converge here, while an independent line gives access to the lakes. These facts need only to be mentioned to command the attention of the shipper and of the manufacturer whose raw material must be imported. That they have not been overlooked is seen in the large number of factories and wholesale houses here situated.

Two points should be carefully borne in mind. The first is that the great bulk of wage-earners own their homes. This is not only a proof of the flourishing condition of manufactures, but it is a guarantee of stability. Steady-going men, church



ELIJAH LEONARD, Mayor 1857 (see Senators, page 121).

members and supporters of high-class educational institutions, rearing their families in the sanctity and comfort of their own homes, are little liable to be affected by

The second point—I will bow to the dictum of the philosopher who may say that it is only the first one presented in a new light; I believe so myself—is that there are no

ANDREW MCCORMICK, 1873.

BENJAMIN CRONYN, 1874-5.

D. C. MACDONALD, 1876.

ROBERT FRECHETTE, 1877.

ROBERT LEWIS, 1878-9.

E. MEREDITH, 1882-3.

HENRY BECHER, 1885.

D. [illegible]

JAMES COWAN, 1887-88.

GEORGE TAYLOR, 1889-90-91.

W. M. SPENCER, 1892.

E. T. ESSERY, 1893-94.

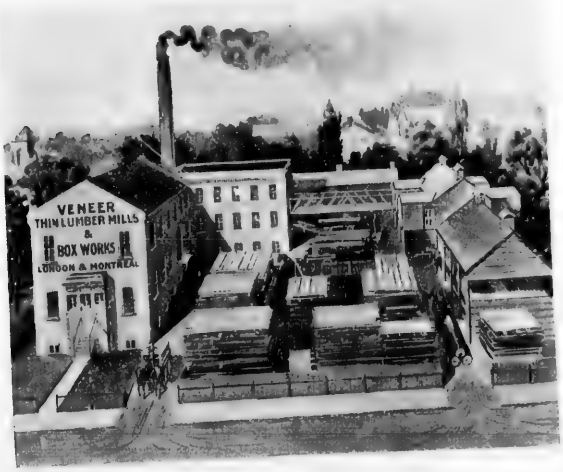
C. S. HYMAN, Mayor 1884 (see M. P's, page 103).

J. W. LITTLE, Mayor 1895-96-97 (see page 100).

demagogues and agitators. There is no distinct line of cleavage between employer and employed, and each is alike interested in the prosperity and well-being of the city.

slums in London. There is no distinct section in which residence is an index of social status. All parts of the city are alike desirable. There are no districts of squalor

TRIAL GROUNDS OF JOHN S. PEARCE & CO., SEEDSMEN.



ADAM BECK'S VENEER AND THIN LUMBER SAW MILLS AND BOX WORKS.

RESIDENCE OF MAJOR BEATTIE, M. P.

RESIDENCE OF JOSEPH SMITH.

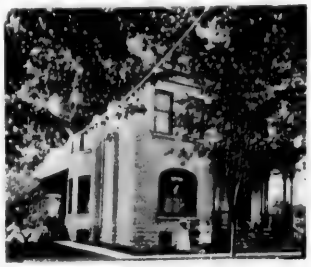
H. MACKLIN,
Ex-Chairman Public Library, 1893-94.

RESIDENCE OF T. F. KINGSMILL.

or haunts of vice. London is above all things a city of happy homes. The general conformation of the city guarantees its salubrity. It is the healthiest city in the Dominion. The high standing of its educational institutions, with the facilities for safe investment of capital, must be attractive to the man who has retired from active business, and many such have made London their abiding-place. In the quaint phrase of the Jubilee hymn, "There's room for many-a more!"

J. H. GINGE.

RESIDENCE OF J. H. GINGE.



RESIDENCE OF J. D. SHARMAN.

THE CANADIAN PACKING COMPANY.

ADDENDA.

As foreshadowed in the beginning, this work is necessarily more or less fragmentary, and the conditions under which it was written and printed made it impossible that all subjects could be brought up to date in their proper sequence. The mass of material with which the writer began continued to grow as it became known in some quarters that the work was in progress, and the march of events is so fast that a subject was never really finished till the pages were printed. Succeeding events made constant revision necessary, and even with this some few omissions occurred which can be supplied in this place.

On page 28, referring to the command of the Artillery, something is needed. That page went to press while the affairs of the Battery were in a transitory, not to say somewhat muddled, condition. It is sufficient for purposes of accuracy to say that Major (Dr.) Geo. Wilson is now the commanding officer.

Referring to old Blackfriars Bridge (see illustration on page 34), it may be of interest to note that during the rebellion of '37 sentinels were posted at either end, and no one was allowed to pass who could not give the countersign. The humor of this lies in the fact that at that particular time the water was so low that the river-bed could be crossed dry-shod.

When the table of city officials was made up the writer was not aware that the John Hughes who figures as village clerk was the present County Judge of Elgin, whose full name is David John Hughes. Mr. Hughes was educated at the London District Grammar School under the mastership of Mr. F. A. Wright, M. A., from May, 1835, until July, 1837, when he was articled to the late James Given, Esq., barrister-at-law (afterwards Judge), and remained as the managing clerk of that gentleman until the year 1840. During his clerkship he was appointed Clerk of the Corporation of the town of London — in succession to the late Wm. King Cornish — which office he held until he was called to the Bar in 1842. During his clerkship the rebellion of 1837 broke out, and he then joined the volunteers with other students-at-law.

In the chapter relating to churches it should have been stated that it was in the house of Dennis O'Brien that mass was for the first time said in this part of Canada, and not only his house, but his store was always open for the clergy and for all church purposes free of charge. He died May 17th, 1865, aged 73, after a residence since 1827. He came from Cork, Ireland, in 1811, to Maine, then in 1827 to Canada. Mr. O'Brien was a contemporary of G. J. Goodhue and John Jennings, a trio of the most public-spirited and hospitable citizens of the early days. It was the custom of Mr. Goodhue to entertain the children of the village every New Year's Day — a sleighride and refreshments forming the basis of the entertainment. Some few of our older citizens recollect taking part in these excursions.

Those who take part in the Irish Benevolent Society's banquets of to-day may be interested in reading the following invitation of the early days. I cannot fix the date, but believe it to be about 1835:

ERIN-GO-BRAGH.

SIR,—The honor of your company is requested to a national dinner at the Mansion-House Hotel, London, on St. Patrick's Day. Dinner at 5 o'clock.

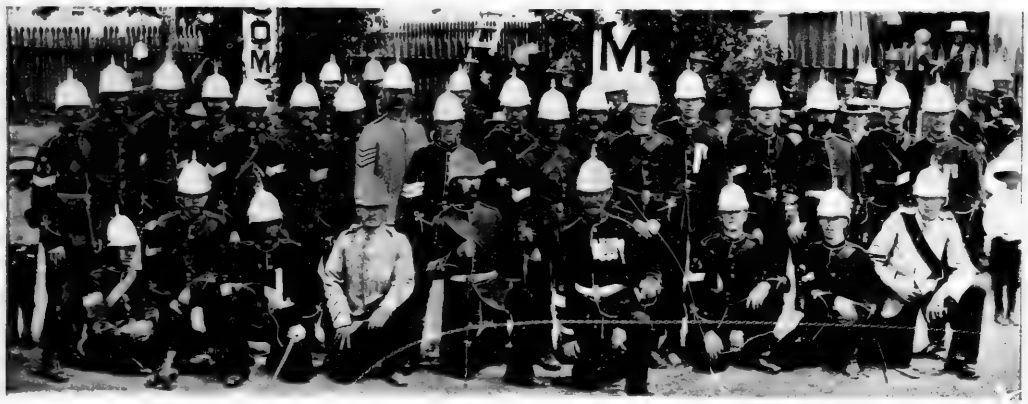
RICHARD BROWN,
JOHN TALBOT,
RICHARD MURPHY,
D. O'BRIEN, } Managers.

An answer is requested before the 10th. Tickets to be had at the bar.

Another invitation, the date of which (1835) is authenticated, is curious, as showing the fashionable hours that prevailed at that period:

Mr. and Mrs. Morrill present their compliments, and request the pleasure of your company at dinner on Friday, 16th of January next, at 4 o'clock p. m.
London, Dec. 24th, 1835.

Of all the documents bearing on the early history of London, none is of more interest than the following letter, a copy of which came into my hands through the courtesy of Mrs. McMillan, whose mother was the writer of it. As showing the state



"THE LAST GAP."—NON-COMS. OF 7TH BATT., BEFORE THE DRILL SHED ON RETURN FROM CLARK'S CROSSING.

SKEFFINGTON ELLIOT,

Aged 26, a son of Judge Wm. Elliot, killed at Duck Lake, in the encounter with Riel's forces, on 26th March, 1885. His body was brought to London, and was given a public funeral.

AT CLARK'S CROSSING.—1. Lt. A. S. Chisholm; 2. Lt. J. Hesketh; 3. Capt. Dillon; 4. Lt. Henry Payne; 5. Capt. Thos. Beattie; 6. Lt. J. K. H. Pope; 7. Surgeon-Major Dr. Fraser; 8. Capt. Ed. Mackenzie; 9. Capt. W. Gregg; 10. Lt. S. A. Jones; 11. Major A. M. Smith; 12. Lt.-Col. Williams; 13. Major W. M. Gartshore; 14. Capt. C. B. Cox; 15. Capt. F. Peters; 16. Capt. Thos. Tracey; 17. Capt. Geo. M. Reid; 18. Chaplain Rev. W. S. Ball; 19. Major D. Macmillan; 20. Surgeon-Capt. Dr. Niven; 21. Lt. C. Bazan; 22. Lt. A. Campbell; 23. Quartermaster J. B. Smyth; 24. Capt. F. H. Butler; 25. Lt. H. Bapty.

of affairs succeeding the rebellion of 1837, it is invaluable, and I only regret that I did not have access to it when the passages referring to the rebellious times were first written:

London, May 31, 1838.

My Dear Mrs. Chichton: Your kind and affectionate letter of 17th July last came duly to hand, and after a month or two of negligence on my part in answering it, the rebellion broke out and a series of troubles thereby accruing has prevented my sooner discharging an obligation so long due, and now as things are a little more settled and the times bear a more lively aspect, with the return of spring, a season which brings with it cheerfulness, I will attempt to give you a faint sketch of the times upon which we have fallen. London since December last has been one continual scene of confusion, crowded with soldiers, and large numbers were billeted on each house for want of barracks; and it has been but recently since we got rid of them, and arrests of persons suspected of being implicated in the outbreak were going on through the winter, and among the number was my brother-in-law, Mr. Ladd, and I am sorry to inform you he has been convicted by a packed and partial jury, and is now in gaol, but the Judge did not think proper to pass sentence on him and we daily expect his release, but it has been most ruinous to him and his family, and all of us have been in extreme trouble about him. I expect as soon as he is released he will quit the country, and the absence of my sister is another source of grief to me. My sister's (Mrs. Goff's) family has been sick and she has lost one of her children, and finally to sum it all up in a few words, I never could have dreamed of such sore afflictions and trials as I have been called to pass through for the few preceding months, but I have great reason to be thankful that I am yet spared my life and health, which at present is tolerably good. * * * Mr. O'Brien is well. He has escaped censure from all parties, and has done a great amount of business with the Government and has gotten nearly all his money. He

RETURN OF 7TH BATTALION FROM NORTHWEST, 1885.

JUBILEE DAY — PARADE ON CAMP GROUNDS — FIRST HUSSARS, LIEUT.-COL. GARTSHORE, LONDON, CANADA.

"A" Squadron, London.	"B" Squadron, London.	"C" Squadron, Courtright.	"D" Squadron Kingsville.
Captain Alfred A. Booker.	Captain Strothers	Captain Stewart.	Captain A. H. King.
Lieut. John Weld.	Lieut. McComb.	Lieut. S. P. Layborn.	Lieut. George King.
Lieut. Harold A. Richardson.	Lieut. H. R. Abbott.	Lieut. Huron Rock.	Lieut. John Gartshore.
Lieut. J. A. McLeay.	Lieut J. B. Kilgour.		

Staff.—Lieut.-Col., W. M. Gartshore; Paymaster-Captain, T. S. Hobbs, M.P.P.; Quartermaster-Major, Benj. Higgins; Surgeon-Lieut.-Col., S. A. King; Veterinary-Captain, J. H. Wilson; Adjutant-Lieut., James Merrison. Establishment: 22 officers, 207 rank and file, 4 squadrons of 3 troops each.

has rented his brick buildings for barracks. We have in town about 300 regulars and expect the number to be increased shortly to 1,000. Great dissatisfaction and excitement prevails in the country and many are daily leaving. My anxious prayer to God is that the angel of peace may soon bestow to us again those halcyon days that I once enjoyed when you were with me. It almost seems if you could return that with you I could resume those coveted joys and pleasures, but they are long gone by, and I fear a long time before they may return. * * * I have still a hope when peace is restored Mr. Crichton will see it his interest to return to this country, that we may once more have the pleasure of meeting. Mr. O'Brien desires to be remembered to you and Mr. C. Hoping this may reach you in good health and in better spirits than it leaves,

My dear Mrs. Crichton,
Your affectionate and sincere friend,
JANE O'BRIEN.

MRS. ISABELLA CRICHTON,
Picton, Nova Scotia.

On page 49, Mr. W. S. Smith is given as the mayor for the year 1867. The present Sir Frank Smith was mayor in that year.

On page 77, it is stated under the portrait of Mr. Robert Reid that he was the first chairman of the Public Library Board. Mr. Reid occupied the position later. Mr. Henry Macklin was the first chairman.

In regard to the views of the city, it should be explained that those taken specially for this work were designedly made at a time when the trees were bereft of foliage. This was for the purpose of showing more fully the nature of the structures, but it takes away a good deal of the bowerlike appearance of the "Forest City" in midsummer. A bird's-eye view at that season would appear a veritable forest.

The following tables from the latest Government reports are given not so much for the information of local readers, but to enable investors in foreign parts to form an idea of the merits of London as a city for placing foreign capital for investment:

NAME OF BANK.	CAPITAL PAID UP.	REST OR RESERVE FUND.
Bank of Toronto	$ 2,000,000	$ 1,800,000
Canadian Bank of Commerce	6,000,000	1,000,000
Bank of Montreal	12,000,000	6,000,000
Bank of British North America	4,866,666	1,338,333
Molsons Bank	2,000,000	1,400,000
Merchants Bank of Canada	6,000,000	3,000,000
	$32,866,666	$14,538,333

LOAN AND INVESTMENT COMPANIES.

Agricultural Savings and Loan Company, Daniel Regan, president; working capital, $1,998,666. Canadian Savings and Loan Company, Robt. Fox, president; working capital, $1,807,725. Dominion Savings and Investment Society, Robt. Reid, president; working capital, $2,230,666. Huron and Erie Loan and Savings Co., John W. Little, president; working capital, $6,381,942. London Loan Company of Canada, Thos. Kent, president; working capital, $1,467,326. Ontario Loan and Debenture Company, John McClary, president; working capital, $4,200,666. People's Building and Loan

Association, Judge Ed. Elliott, president; working capital, $104,873. The above seven loan companies all have their head offices in London, and are amongst the most successful in the Province. Their total working capital amounts to $18,203,918, a large portion of which represents savings of the people in this district.

LIFE INSURANCE.

Northern Life Ass. Co.—Head office, London: Hon. Senator Mills, Q. C., president; John Milne, manager—Capital, $1,000,000; subscribed, $800,000; paid-up, $100,000.

London Life—Head office, London: John McClary, president; John G. Richter, manager—Subscribed capital, $250,000; Government deposit, $60,000.

FIRE INSURANCE.

London Mutual—Head office, London: Capt. Thos. E. Robson, president; D. C. Macdonald manager. Directors: James W. Cameron, Joseph H. Marshall, Angus Campbell, D. Brown, John Geary, Richard Gibson, Robt. McEwen, Chas. C. Hodgins, D. C. Macdonald, jr., assistant secretary; James Grant, treasurer; D. Macmillan, accountant. Surplus assets, $361,144.

On page 36 it is intimated that the election trial was not then concluded. Judges Ferguson and Robertson gave judgment at Osgoode Hall, on June 26, confirming Major Beattie in the seat. They found two charges of corrupt practice proven, but held them to be trivial and not such as to affect the general result or as part of a plan of campaign.

THE JUBILEE CELEBRATION.

The events of the Jubilee celebration—to mark the sixtieth anniversary of Queen Victoria's accession to the throne—are so fresh in the memories of present-day readers that it is not designed here to give a detailed report thereof, but merely to jot down such memoranda as will serve for future reference.

The main display was on Tuesday, the 22nd. On that day typical June weather prevailed, and the city was crowded with thousands of visitors from outside parts. In the morning the troops then under canvas, being composed of the militia performing the annual drill, supplemented by the regulars stationed at the Barracks, No. 1 Company, R. C. I., marched to Queen's Park. The staff consisted of Lieut.-Col. White, Lieut.-Col. Stacey, Lieut.-Col. Dawson, Lieut.-Col. Irwin, Lieut.-Col. Ellis, Major Wadmore, Capt. Carpenter, and Capt. Hughes. The troops in parade are given under the engraving:

Each battalion had a regimental band. The line of march was from the Barracks to

WAITING FOR JUBILEE PROCESSION, CORNER DUNDAS AND RICHMOND STREETS.

"THE MARCH PAST."—First Hussars—Lt.-Col. Gartshore. Artillery—Major Wilson. Twenty-sixth Battalion—Lt.-Col. Irwin. Twenty-seventh Battalion—Lt.-Col. Ellis. Thirty-second Battalion—Lt.-Col. Scott.

JUBILEE DAY—START OF THE PARADE, DUFFERIN AVENUE.

Queen's Park, and was crowded with spectators. Arrived at the Park, a series of military manœuvres were performed.

In the afternoon there was given the largest parade ever seen in London. The route was from Victoria Park and adjacent streets along Dufferin avenue to Richmond, to Dundas, to Wellington, to King, to Adelaide, Dundas street and to the Park. At the head of the parade came the London wheelmen, 100 strong, with beautifully decorated wheels. Then came the 7th Battalion band, followed by the Ancient Order of United Workmen, 50 strong; the Independent Order of Foresters, 100 strong; and the Canadian Order of Chosen Friends, 125 strong.

The 27th Battalion band followed, preceding the Grand United Order of Oddfellows, twenty strong; and the Canadian Order of Oddfellows, sixty strong.

The 32nd Battalion band marched in front of the Woodmen of the World, 100 strong, who were followed by the Canadian Order of Foresters, ninety strong.

The Musical Society's band marched next, preceding the Ancient Order of Foresters, 300 strong, and Juvenile Foresters, 160 strong.

The Orangemen followed, 200 strong, led by the fife and drum band, after which came the 26th Battalion band; the Sons of England, 140 strong; the Irish Benevolent Society, Aldermen and School Board.

The firemen accompanied the procession as far as the grounds, and then marched back to duty. At 3.20 the head of the procession entered the Park, and at 3.50 the march past the grand stand, crowded with some 4,000 spectators, was completed.

Col. Dawson acted as grand marshal, and was assisted by Major Stuart, 26th; Capt. Niven, 26th; and Capt. Dawson, of the 27th.

The lodges were marshaled as follows:

A. O. U. W.—Marshal Col. Dawson.
I. O. F.—Jas. Crawford and J. W. Reynolds.
C. O. C. F.—B. J. Nash.
G. U. O. O. F.—Morgan Gray.
C. O. O. F.—Wm. Bayless.
C. O. F.—J. Armstrong.
A. O. F.—J. W. Metherall.
Juveniles—T. C. Bartlett.
L. O. L.—W. Shoulter.
S. O. E.—S. Loveless.

Tailing the procession came some thirty members of the famous Robin Hood drill corps of Court Forest City, A. O. F., in charge of Capt. John Brown, who, on their arrival in front of the grand stand, went through a series of beautifully executed evolutions to the music of the "Golden Trumpet March," played by the Seventh band. The Foresters wore green helmets with red and white plumes, green velvet tunics and white tights, a very effective costume.

Athletic sports were indulged in till nightfall, and an exhibition of a run with the hounds was given by members of the London Hunt. His Worship Mayor Little read the Queen's message to the Canadian people, and Lord Aberdeen's reply thereto, as follows:

Government House,
Ottawa, June 22.

His Honor the Lieutenant-Governor, Toronto:

Rideau Hall, Ottawa, 6.20 a. m.—Best greetings. I have just received the following:

"Buckingham Palace,
"London, June 22.

"The Governor-General of Canada, Ottawa, 11.07 a.m.:

"From my heart I thank my beloved people. May God bless them. (Signed) VICTORIA, R. I."

The following is a copy of the reply sent to the Queen:

"To the Queen, London:

"Ottawa, Tuesday, 6.12 a. m. [11.12 a. m., Greenwich time]:

"The Queen's most gracious and touching message, this moment received, shall be immediately made known to Your Majesty's people throughout the Dominion, and will stir afresh hearts already full on this memorable day. We offer the glad tribute of loyal devotion and affectionate homage. God save and bless the Queen. (Signed) ABERDEEN,
"Governor-General."

Tremendous cheers greeted the reading of these messages, the bands adding to the effervescent loyalty of the assembled throng with "God Save the Queen."

To celebrate the event Mayor Little had presented to each school child in the city a medal, a *facsimile* of which is published in the front of this book, and he also presented a silver medal to each member of the Board of Aldermen.

At night the city, which had been resplendent with flags all day, was fairly ablaze with electrical displays, and the scene was one never before equalled in the city. The Sons of Scotland had an illuminated fiery cross on the reservoir hill at Springbank, and the military a campfire on Barracks Hill. During the morning a tree was planted by St. Andrew's Church congregation in honor of the day. Mr. James Gillean, the oldest member of the congregation, placed the tree in position. To sum it up in the words of an observer: "London the Less could not have celebrated the Jubilee of Her Gracious Majesty more loyally or enthusiastically had the beloved sovereign of the people been present in person to inspire them with her queenly presence. It was a celebration befitting the occasion, and it was the patriotic outpouring of a faithful people, the homage of devoted and loving subjects."

The chairman of the committee was Ald. W. H. Winnett; secretary, Mr. C. A. Kingston; treasurer, Mr. P. W. D. Brodrick.

LIST OF ILLUSTRATIONS.

AVENUES AND STREETS.

PAGE.

Central Ave., east Richmond St. - - - - 41
Dufferin Ave. west Wellington St. - - - 23
Dundas St. (about 1840), west from Wellington 16
Dundas St., east Richmond - - - - 17
Dundas St., east Talbot St., 1860 - - - 26
Dundas St., west Richmond St., 1897 - - 27
Dundas St., east Maitland St. - - - - 37
North St. (now Q'n's A.), east Post Office, 1860 38
Queen's Ave., east Peter St. - - - - 37
Queen's Ave., east Post Office, 1897 - - 39
Richmond St., south King St., 1895 - - 28
Richmond St., south Masonic Temple, 1897 - 29
Waterloo St., north of St. Andrew's Church 44
Wellington St., east Victoria Park, 1867 - 20
Wellington St., east Victoria Park, 1897 - 21

BRIDGES.

Blackfriars Bridge, 1843 - - - - - - 34
Blackfriars Bridge, 1857 - - - - - - 34
Blackfriars Bridge, 1870 - - - - - - 34
Blackfriars, Oxford, and C. P. R. Bridges, 1897 35
Clark's Bridge, 1843 - - - - - - - 33
Grand Trunk R. R. Bridge - - - - - 25
Kensington Bridge - - - - - - - 15
Kettle Creek Bridge - - - - - - - 104
Mill Creek Bridge - - - - - - - 104
Wellington Street Bridge (Clark's), 1897 - 33
York Street (Westminster) Bridge - - 48

BUILDINGS.

Advertiser Office - - - - - - - 122
Aged People's Home - - - - - - 79
Agricultural Savings and Loan Co. - - 107
Asylum for Insane - - - - - - 45
Bank of Toronto - - - - - - - 106
Beck's Box Factory - - - - - - - 126
Bird's-eye View of G. T. Car Shops - - 91
Campbell, John & Son - - - - - - 119
Canada Chemical Manfg. Co. (Limited) - 119
Canadian Bank of Commerce - - - - 106
Canadian Packing Company - - - - 127
Carling Brewing & Malting Co. (Limited) 111
Central Fire Hall - - - - - - - 82
City Hall - - - - - - - - - - 76
Court House - - - - - - - - - 75
Covent Garden, 1870 - - - - - - 30
Covent Garden Market, 1897 - - - - 31
Customs House - - - - - - - - 74
Dominion Savings and Investment Soc'y - 108
Empire Oil Company—Oil Wells at Bothwell 102
Farmer's Advocate and Home Magazine Office 123
First Council Chamber - - - - - - 24
Free Press Office - - - - - - - 122
Huron & Erie Loan and Savings Co. - - 107
Interior Sectional View, H. & E. L. & S. Co. 107
Kerry, Watson & Co. - - - - - - 117
Kingsmill, T. F.'s Carpet Warehouse - - 123
Labatt's Brewery - - - - - - - 98
Leonard, E. & Sons - - - - - - - 96
Line, McDonald & Co. - - - - - - 117
London Electric Light Works - - - - 102
London General Hospital - - - - - 78
London Hunt Kennels - - - - - - 112
London Mutual Fire Insurance Co. - - 108
London & Petrolea Barrel Co. - - - - 119
London Street Railway Power House - - 95
L. E. & D. R. R. Station - - - - - 104
McClary Manufacturing Co. (Limited) - - 93
M. C. R. Station - - - - - - - 105
Molsons Bank - - - - - - - - 106
Mount Hope Orphanage - - - - - - 72
No. 2 Fire Hall - - - - - - - 83
No. 3 Fire Hall - - - - - - - - 83
Perrin, D. S. & Co. - - - - - - - 114
Police Station - - - - - - - - 80
Post Office - - - - - - - - - 74
Protestant Orphans' Home - - - - - 79
Public Library - - - - - - - - 77

Buildings Continued.

PAGE.

Robinson, Little & Co. - - - - - - 109
Sacred Heart Convent - - - - - - 72
Smith, A. M. & Co. - - - - - - 120
St. Joseph's Hospital - - - - - - 78
Tecumseh House - - - - - - - 120
Wolseley Barracks - - - - - - - 47
Y. M. C. A. Building - - - - - - 77

CHURCHES.

Adelaide Street Baptist - - - - - 67
Askin Street Methodist - - - - - 66
Centennial Methodist - - - - - - 69
Christian - - - - - - - - - 67
Christ Episcopalian - - - - - - - 66
Colborne Street Methodist - - - - 67
Dundas Street Centre Methodist - - - 69
First Congregational - - - - - - 67
First Methodist - - - - - - - 69
First Presbyterian - - - - - - - 67
Hamilton Road Methodist - - - - - 69
King Street Methodist - - - - - - 67
King Street Presbyterian - - - - - 69
Knox Presbyterian - - - - - - - 67
Memorial - - - - - - - - - 67
North Street, 1860 - - - - - - - 38
Old St. Andrew's and Manse - - - - 66
Old Catholic - - - - - - - - 71
Southern Congregational - - - - - 66
St. Andrew's Presbyterian - - - - 66
St. James' Episcopalian - - - - - 66
St. James' Presbyterian - - - - - 69
St. John the Evangelist - - - - - 69
St. Mary's R. C. - - - - - - - 71
St. Matthew's - - - - - - - - 66
St. Paul's, 1860 - - - - - - - 22
St. Paul's Cathedral - - - - - - 67
St. Peter's Cathedral - - - - - - 71
Talbot Street Baptist - - - - - - 69
Wellington Street Methodist - - - - 69

PARKS.

Bird's-eye View Victoria Park, 1897 - - 19
Cricket Square (Victoria Park), 1867 - - 18
Western Fair Grounds (Queen's Park) - 43

RESIDENCES.

Beattie, Major Thomas - - - - - - 126
Becher, Mrs. C. M. - - - - - - - 115
Brodrick, P. W. D. - - - - - - - 115
Bullen, W. F. - - - - - - - - 115
Carling, T. H. - - - - - - - - 85
Cronyn, Verschoyle - - - - - - - 85
Eccles, Dr. F. R. - - - - - - - 87
Elliott, Judge Edward - - - - - - 87
Elliot, Judge Wm. - - - - - - - 115
Ginge, J. H. - - - - - - - - 127
Harris, George B. - - - - - - - 87
Hyman, Mrs. - - - - - - - - 87
Hyman, C. S. - - - - - - - - 87
Kingsmill, T. F. - - - - - - - 127
Labatt, John - - - - - - - - 85
Leonard, C. W. - - - - - - - 85
Leonard, F. E. - - - - - - - 85
Little, Mayor J. W. - - - - - - 89
Leys, Lieut.-Col. F. B. - - - - - 115
McClary, John - - - - - - - - 116
McCormick, Thos. - - - - - - - 37
Macpherson, A. C. - - - - - - - 87
Meredith, Mrs. - - - - - - - - 87
Minhinnick, J. R. - - - - - - - 115
O'Brien Homestead, The - - - - - 42
Parke, E. Jones - - - - - - - - 116
Perrin, D. S. - - - - - - - - 115
Regan, Daniel - - - - - - - - 116
Robinson, George - - - - - - - 87
Sharman, J. D. - - - - - - - - 127
Smallman, T. H. - - - - - - - 1[illegible]
Smith, Joseph - - - - - - - - 127

SCHOOLS.

	PAGE.
Aberdeen	60
Colborne Street	62
Holy Angels Separate	63
Huron College	64
King Street	62
London Collegiate Institute (High School)	55
Lorne Avenue	59
Maple Avenue	62
Medical	64
Model	57
Old Grammar	54
Old Union	56
Park Street	62
Princess Avenue	58
Quebec Street	62
Queen's Avenue Kindergarten	61
Rectory Street	62
Rectory Street Kindergarten	51
Separate	63
St. George's	60
Talbot Street	59
Victoria	61
Wortley Road	62

VIEWS OF LONDON.

Business Section of London about 1833	14
City, south part, while grading for G.W.R.	24
First Electric Car	73
First Locomotive, 1854	24
From tower of St. Paul's Cathedral Views taken	6, 7

Views of London Continued.

	PAGE.
Fountain in Victoria Park	51
Grand Military Steeplechase, 1843	113
Horse Car	73
Jubilee Day	132, 133
London, 1851	12
London Electric Railway	94, 95
London North, from St. James St. south, 1870	32
London North, from St. James St. south, 1897	32
London South, 1897	49
London West, from Kent Street	35
London West—Freshet, 1883	42
Lower West Pond	89
Map of Western Ontario	1
Old Waters' Mill—Carling's Creek, 1843	36
Pearce, John S. & Co.'s Trial Grounds	126
Plan of London, 1840-41	11
Plan of London and Suburbs, 1897	13
Reservoir	89
River view near Waterworks	50
Row of Cottages on Waterloo St. north	86
South-west view from Cricket Square, 1860	22
Springbank, looking north-west	89
Stage Coach	73
Street Parade of School Children	52
Thames below Pumping Station	89
The Forks and first Log Cabin, 1826	9
Upper West Pond	89
Victoria Disaster, May 24th, 1881	40
View south-west from Court House, 1844	48
Waterworks and Springbank Park	88

PORTRAITS.

	PAGE
Abbott, A. S.	92
Anderson, Murray	124
Baldwin, Rt. Rev. Maurice S.	65
Barker, William	124
Bayly, Rev. B.	54
Beattie, Major Thos.	103
Becher, Henry	125
Beck, Adam	113
Bennett, R. W.	100
Blackburn, Josiah	122
Bland, John	118
Bowman, John	118
Browne, Thos. A.	43
Bucke, Dr. R. M.	45
Burwell, Col.	81
Cameron, Sheriff	97
Cameron, Wm.	122
Campbell, John	124
Carling, Thos.	36
Carling, T. H.	111
Carling, Hon. Sir John	121
Carrothers, Robt. A.	100
Christie, John	124
Cooper, Neil	101
Cornish, F. E.	124
Cousins, J. M.	124
Cowan, R. K.	90
Cowan, James	125
Cronyn, Rt. Rev. Benjamin	65
Cronyn, Verschoyle	92
Cronyn, Benjamin	125
Davis, Judge	84
Dillon, John M.	120
Douglass, Hugh M.	101
Dreaney, Henry	100
Egan, Jas.	90
Elliot, Judge William	84
Elliot, Skeffington	129
Elliott, Judge Edward	84
Ellwood, O.	90
Essery, E. T.	125
First Hussars	131
Forristal, J.	119
Fraser, J. H.	103
Gartshore, Lt.-Col. W. M.	93
Geary, Wm.	101
Gibbons, Geo. C.	112
Ginge, J. H.	127
Glass, Sheriff Wm.	97
Glass, David	124
Goodhue, Hon. G. J.	12
Graham, R. M.	57
Grant, Stephen	110
Gray, Wm.	73
Graydon, A. O.	110
Graydon, S. H.	124
Greer, A. B.	118
Gunn, W. A.	93
Hellmuth, Rt. Rev. I.	65
Hobbs, W. R.	77
Hobbs, T. S.	103
Hockin, Wm.	119
Hodgens, T. D.	125
Hughes, Judge David John	92
Hunt, E. N.	100
Hunt, C.	118
Hyman, E. W.	90
Hyman, C. S.	103
Jennings, John	92
Jewell, G. F.	110
Johnston, Joseph	101
Judd, J. C.	90
Kilgour, J. B.	112
Kingsmill, T. F.	123
Kingston, C. A.	110
Labatt, John	98
Labatt, J. K.	98
Leonard, F. E.	96
Leonard, Chas. W.	96
Leonard, Senator	121
Leys, Lieut.-Col. F. B.	43
Lewis, Lt.-Col. Robert	125
Line, Harry	117
Little, Mayor J. W.	100
London Baseball Team, 1897.	105
McBride, Wm.	124
McCallum, J. W.	101
McCormick, Andrew	125
McClary, John	93
McDonald, Robert D.	117
Macdonald, D. C.	125
Macklin, H.	127
Mattinson, Jas.	117
Merchant, F. W.	55
Meredith, Sir Wm. R.	103
Meredith, T. G.	110
Meredith, E.	125
Minhinnick, J. R.	90
Moffat, James	124
Moore, J. M.	90
Morrill, Simeon	12
Niven, Dr. Jas. S.	113
Non-Com. Officers of 7th, 1885	129
Nutkins, John	101
O'Brien, Dennis	42
O'Connor, Rt. Rev. Denis	70
Officers(7th)at Clark's Cros'ng,	129
Olmstead, G. W.	101
O'Meara, Stephen	100
Parke, E. Jones	92
Parnell, Edward, Jr.	100
Pearce, J. S.	126
Perrin, D. S.	114
Pinsonneault, Rt. Rev. P. A.	70
Pioneer Hunter and Son	9
Pope, John	110
Pritchard, Robert	125
Regan, Daniel	107
Reid, Robert	77
Reid, W. J.	118
Robinson, Wm.	90
Roe, John A.	82
Rumball, F. G.	100
Seventh Battalion Return, 1885	130
Siddons, John	123
Simcoe, Governor	10
Sippi, Dr. C. A.	45
Smallman, T. H.	113
Smith, Lieut.-Col. Henry	47
Smith, Major A. M.	112
Smith, Sir Frank	124
Smith, William S.	124
Spencer, W. M.	125
Stevely, Sam. E.	101
Talbot, Col.	81
Taylor, Chas.	101
Taylor, George	125
Turner, John	101
Walker, Col.	103
Walsh, Most Rev. John	70
Waterman, Isaac	118
Weld, Wm.	123
Weldon, Thos. H	117
Wilson, Nicholas	56
Wilson, Judge	81
Winners Baseball Trophy, 1877	99
Winnett, W. H.	100